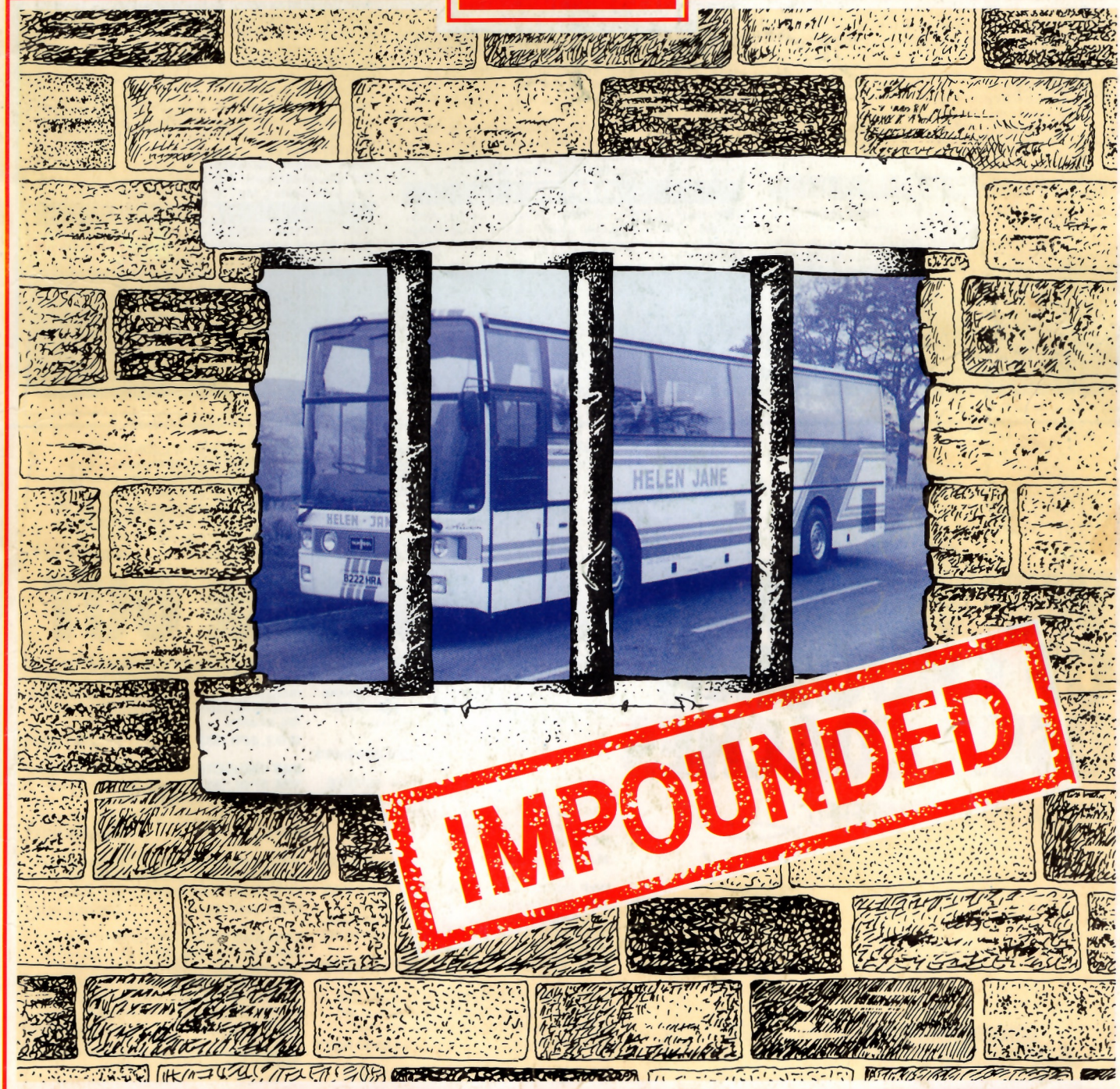
COACH MART

The weekly for the coach industry

Issue 634 £1

April 11th, 1991



Spanish hotel seizes British tour coach after ATi collapse

Carlton P.S.V.

IMMEDIATE DELIVERY

NEW NEOPLAN SKYLINER, Mercedes V8 Twin Turbo, ZF 7 speed gearbox, 77 reclining seats, toilet washroom, kitchen, twin water boilers, Webasto, curtains, ABS, radio PA stereo, lift/lower suspension, air brake dryer, wired for TV/video, courier seat, tinted windows.

NEOPLAN

1988 Neoplan Skyliner, 77 seats, Gardner engine, ZF Automatic, radio/PA/cassette, TV/video monitor, VHS recorder, toilet, fridge, drinks. MoT 03.01.92. Stock No. 0022.

1987 Neoplan Jetliner (Scania), 44 recliners, 10 speed gearbox, toilet, washroom, drinks machine, servery, rollo blinds, continental door, driver's bunk, MoT 13.05.91. Stock No. R044.

1983/4 Neoplan Skyliner, 71-75 seats, Mercedes V10 engine, 6 speed ZF gearbox, toilet, fridge, radio/PA, drinks machine. Stock Nos. 9018 to 9023 and 0041.

1982 Neoplan Jetliner (Mercedes), 49 recliners, N/S plug door, 6 speed ZF, toilet, washroom, drinks machine, fridge, continental door, rollo blinds, driver's bunk, courier seat, MoT 13.05.91. Stock No. R028.

1982 Neoplan Skyliner (with cherished plates), recently remoquetted (blue) and resprayed (white), 71 recliners, Mercedes V10, 6-speed ZF gearbox, toilet, fridge, drinks machine etc. MoT 11.03.92. Stock No.0004.

VOLVO

1987 VOLVO B10M Plaxton 3500, 49/53 recliners, 6 speed gearbox, O/S rear sunken toilet, O/S continental door, curtains, courier seat, crew bunk, side lockers, driver's fan, MoT 24.01.92. Stock No.1050.

1983 VOLVO B10M Jonckh… 9, various specification, 48/51 se… chine etc, choice of 3. MoT's Ju… Stock Nos.R036, R038 and R039. **ALL SOLD**

1980 VOLVO B58 Air/Leaf Dominant, 12 metre, 53 seats, 48 recliners, 5 fixed, automatic gearbox, power door, tinted windows, curtains, side lockers, MoT 17.12.91. Stock No.0012.

1980 VOLVO B58, 11 metre, 51 seats, Alpha power door, Telma, white livery, red moquette, MoT 27.01.92. Stock No.0014.

1973 VOLVO B58, 11 metre, 53 (remoquetted)seats, X'Press doors, side lockers, Mot 03.10.91. Stock No.1047.

SCANIA

1986 Scania Berkhof Eclipse double deck, 76 seats, toilet, double glazed windows, Telma, coffee machine, livery maroon/white, MoT 11.04.91. Stock No.0021.

1985 Scania Jonckhere P50, 10 speed gearbox, 49 recliners, power door, O/S centre sunken toilet, washroom, O/S continental door, double glazed, drinks, fridge, MoT March 1992. Stock No.R045.

BEDFORD

1981 Bedford YNT, 53 seater Plaxton, side lockers, autumn tint moquette, livery white blue/yellow stripes, reconditioned engine, MoT 09.09.91. Stock No.M9014.

1980 Bedford PJK, 29 seater, Duple Dominant, MoT 16.09.91. Stock No.0007.

1979 Bedford YMT, 53 seater Plaxton, red/cream exterior, red moquette. Stock No.M9036.

LEYLAND

1982 Leyland Leopard, 12 metre Dominant, 51 reclining seats, 6 speed ZF gearbox, double glazed, Telma, radio/PA, Bristol dome, MoT 21.01.92. Stock No.9033.

1982 Leyland Leopard, 12 metre Plaxton, 49 seats, semi-auto gearbox, toilet, coffee machine, side lockers, MoT 16.08.91. Stock No.0010.

1981 Leyland Leopard Duple Dominant, 53 seats, 6 speed ZF gearbox, red moquette, livery white, MoT 23.08.91. Stock No.M9012.

1981 Leyland, 11 metre Plaxton, 53 seats (remoquetted), 6 speed ZF gearbox, X'Press, side lockers, grey/red moquette, MoT 30.08.91. Stock No.9013.

1981 Leyland, 12 metre Plaxton, 49 recliners, 6 speed ZF gearbox, cream exterior, autumn tint moquette. Choice of 2. MoTs 29.08.91 and 25.10.91. Stock Nos.9010 and 9011.

1980 Leyland Leopard, 12 metre Plaxton, 53 (remoquetted) seats, X'Press doors, 6 speed ZF gearbox, side lockers, MoT 29.08.91. Stock No.9009.

AEC

1977 PLAXTON EXPRESS, 53 seater, semi-auto gearbox, Bristol dome, white/black exterior, autumn tint moquette. MoT 03.10.91. Stock No.0006.

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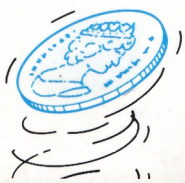

VOLVO 1984 (AUG) B10M PLAXTON PARAMOUNT 3500 12M, 49 recliners, beige/red moquette, rear sunken toilet with continental door, driver's berth, courier seat, Webasto heating, TELMA retarder, drinks machine, curtains, tinted double glazing, power entrance door, wired and boxed for T.V./video, silver/blue.
M.O.T. JULY 1991 **£47,500 NETT**

DAF 1983 (NOV) DKFL JONCKHEERE JUBILEE P50 12M, 49 recliners, just re-trimmed in grey/red moquette, power door, o/s rear sunken toilet with continental door, double glazed tinted windows, Tempo 100, wired for T.V./video, Telma retarder, drinks machine, magazine nets, all white.
M.O.T. NOV 1991 **£42,500 NETT**

WE'VE TAKEN THE GAMBLE OUT OF CHOOSING USED COACHES

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BOVA 1985 FUTURA FHD 12.280 INTEGRAL 12M, 49 recliners, grey/blue moquette, centre sunken toilet with continental door, tinted double glazing, curtains, courier seat, power entrance door, coffee machine, wired for TV/video, white/orange.
M.O.T. DEC 1991 **£50,000 NETT**

VOLVO 1984 (SEP) B10M BERKHOF ESPRITE HIGH-LINE 12M, 49 recliners, saloon toilet at rear, courier seat, curtains, carpet, power entrance door, Webasto heating, grey/red moquette, all white.
M.O.T. MAR 1992 **£42,500 NETT**

DAF 1986 DKFL PLAXTON PARAMOUNT 3500 12M, 49/53 recliners, grey/red moquette, demountable rear sunken toilet, continental exit door, courier seat, curtains, power entrance door, wired for TV/video, cream/duo blue.
M.O.T. FEB 1992 **£57,500 NETT**

LEYLAND 1987 TIGER 260 DUPLE 320 12M, 50 recliners, grey moquette, power door, toilet, servery, suspension raise system, all white.
M.O.T. FEB 1992 **£47,500 NETT**

SCANIA 1984 K112 JONCKHEERE JUBILEE P599 12M, 49 recliners, fawn/orange moquette, power entrance door, courier seat, berth, centre toilet, fridge, continental door, double glazed side windows, drinks machine, TELMA retarder, wired for TV/video, all white.
M.O.T. DEC 1991 **£45,000 NETT**

BOVA 1983 EUROPA II INTEGRAL 12M, 49 str., red moquette, (44 recliners + 5 fixed at rear), power door, courier seat, curtains, toilet, continental door, TELMA, Webasto, driver's fan, all white.
M.O.T. APR 1992 **£29,500 NETT**

DAF 1982 (OCT) DKTL PLAXTON SUPREME 12M, 57 str., red moquette, power entrance door, tinted side windows, curtains, white/brown.
M.O.T. OCT 1991 **£25,000 NETT**

VOLVO 1988 B10M DUPLE 320 12M, 61 str., grey/red moquette, power entrance door, curtains, Webasto heating, white/duo red.
M.O.T. AUG 1991 **£70,000 NETT**

LEYLAND 1985 TIGER 245 PLAXTON PARAMOUNT 3500 12M, 51 str., autumn tint moquette, (46 recliners + 5 fixed at rear), power operated entrance door, TELMA, courier seat, curtains, continental door, provision for driver's berth, all white.
M.O.T. MAR 1992 **£42,500 NETT**

TRADE DESCRIPTIONS ACT;
In detailing these used saloon coaches we have quoted the year of registration and not necessarily the model or year of manufacture.

VALUE ADDED TAX;
Prices quoted are exclusive of V.A.T. and are subject to the normal standard rate.

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COMMENT

THE importance of holiday bonding was once again underlined when ATI - Sun Living's 'rescuer' - collapsed.

The good news was that the Association of British Travel Agents again came to the rescue of holidaymakers. After bringing back 2,500 children for Sun Living, they brought back a further 3,500 for ATI. They also promised to chip in for many coach operators who worked for ATI.

ABTA and other forms of bonding are far more than just a sop to clients. Bonding in this instance has proven of great value to operators like Taggs and Airport Coaches.

The last two years' succession of insolvencies has put ABTA's bonding under pressure. Now the association has tightened up its procedures and warns that bonds will become bigger, depending on the tour operator's financial structure. Up to 100 percent of turnover may have to be bonded, at a potentially crippling cost to many businesses with few assets.

Come 1992, when the EC bonding directive will have become legislation, operators running their own tours programme will need to offer this kind of client insurance. At that time, solid family coach businesses built on bricks, mortar and cash in the bank may be able to afford bonding, while those operators with leased vehicles and premises may not.

Perhaps then we'll see a return to the good old days so mourned by many established operators... and a departure from the misery insolvency can inflict on holidaymakers.

THE closure of Yeates Bus & Coach's Salisbury depot is yet more confirmation of the slump in coach sales and could, if we let it, depress us further. However, now is the time to shrug-off the effects of recession. Operators determined to put their best face forward at Blackpool and Southampton will be doing everyone a service. The spit and polish brigade will do their bit to reassure the public that quality coaching is alive and well.

The rally season marks the start of summer. We all hope for good weather over the next two weekends, but it's more important that the sun continues to shine on coaching, literally and metaphorically, for the rest of the year.

Let it be an optimistic and confident industry that shows its wears to the public.

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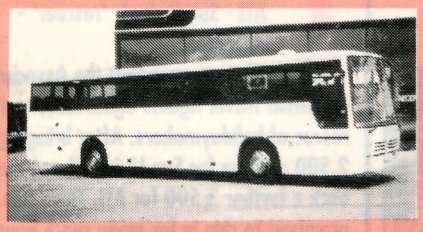

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MCW

1986 MCW CUMMINS L10 Engine. 4-speed full automatic Voith gearbox, 79 recliners, nearside front power door, toilet, orange curtains, luggage pen, seat back pockets, full soft trim, MoT 19.09.91, resprayed all white.
Price **£21,000**

NEOPLAN

1984 NEOPLAN SKYLINER, 75/77 recliners, DAF 11.6 turbo engine, 8 speed gearbox, toilet/washroom, servery, water boiler, fridge, curtains, choice of two, MoT's 22.11.91 and 15.01.92, stock numbers M110 and M111.
Price **£39,500**

JUST A FEW EXAMPLES

1988 DENNIS JAVELIN 11 metre Duple 320, 53 seater, power door, tinted windows, exhaust brake, soft trim, speed limiter, cherished plates – 429 and 430 UFM. Choice of two. Stock numbers M018 and M019.
Price **£47,500**

1983 LEYLAND TIGER 245 (exchange fitted 23/10/90) Plaxton 3500, 48 reclining seats, hydracyclic, semi-auto gearbox, rear o/s sunken toilet, rear o/s cont door, Webasto, destination gear, MoT 20.12.91, includes full repaint in single colour of your choice. Stock No M021.
Price **£27,000**

1984 LEYLAND TIGER 245, Plaxton 3500, 50 reclining seats, ZF manual gearbox, Webasto, dble glazing, Leyland re-con engine, April 1990, MoT 15/11/91, stock no M022.
Price **£32,450**

(Why not join the ranks of satisfied customers who have sold their PSV's through the Bus & Coach Mart)

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■ TOURS

Sun Living rescuer crashes

SUN Living's 'rescuer' has crashed within a month of offering new coach holidays to the liquidated firm's customers.

The collapse of Sun Living in February left 2,500 children stranded abroad relying on ABTA's bonding to bring them back.

Just days before the liquidation, the customer list was sold to Adventure Travel International - a company run by former Sun Living directors - and another firm which was unconnected, Adventure Express.

Now ATI, based above a sandwich shop in Shipley, and Adventure Express have also ceased trading.

The crash left 3,500 children in France and Spain and a further 3,500 with bookings.

ABTA has brought back holidaymakers and is covering many coach operators' unpaid bills.

But the association has warned tour operators that it is now applying stricter rules to bonding.

'All bonded members will be asked to submit their company accounts within the next three months,' an ABTA spokesman told *Coachmart*.

'This will prevent anyone attempting to hide vastly enhanced turnover for the best part of a year.'

The spokesman said bonding at 10 percent of turnover will probably become a thing of the past.

He revealed last week that bonds will have to cover 25 percent, 50 percent or even 100 percent of turnover.

It's said this depends on a bonded firm's access to liquid assets and its customer billing arrangements.

LIQUIDATION

Sun Living Ltd is liquidated

SPECIALIST tour operator Sun Living Ltd, of Worthing, Sussex, has crashed - just one week after it was taken over by a businessman backed by French money.

The company was a member of the bonding scheme run by ABTA, which, as *Coachmart* went to press, was arranging for the passage home of some 2,500 children on continental

Narrow escape for The King's Ferry

THE King's Ferry had a narrow escape as Sun Living Ltd crashed - having supplied six double-deck coaches to them.

The Kent-based firm demanded a cash

Living Ltd, which specialised in running school tours abroad.

The transport of those children to their destinations was contracted out to coach operators.

Sun Living Ltd, which is understood to have been bought by a French businessman backed by a French company days before it crashed, traded under

Sun Living: how Coachmart broke the news.

Notts' operator in court battle to get coach back

A NOTTS coach operator had his coach impounded in Spain by a hotel owed money by ATI and faced a drawn-out court battle to get it back.

Sutton in Ashfield operator Taggs (Helen Jane) got the shock news from its driver, who phoned from Blanes near Lloret de Mar to say that the coach was behind bars. And he had no idea how to get his group of schoolchildren home.

The coach - an F-reg DAF Van Hool Alizee - was due to start another tour two days later and only some eleventh-hour work to sub-contract another operator on the Easter weekend saved that trip.

'But the coach was still impounded,' said Taggs' general manager Tim Derbyshire.

'We put the driver up in another hotel, and Welsh operator Ferris took the children home on one of its vehicles.'

Taggs was then faced with days of legal wrangling in Spanish courts to prove it was unconnected with ATI and owned the coach.

'Fortunately we had friends who could help out with translation,' said Mr Derbyshire. 'We flew out there for four days while it was sorted out and, after a number of promises, the courts finally released the vehicle.'

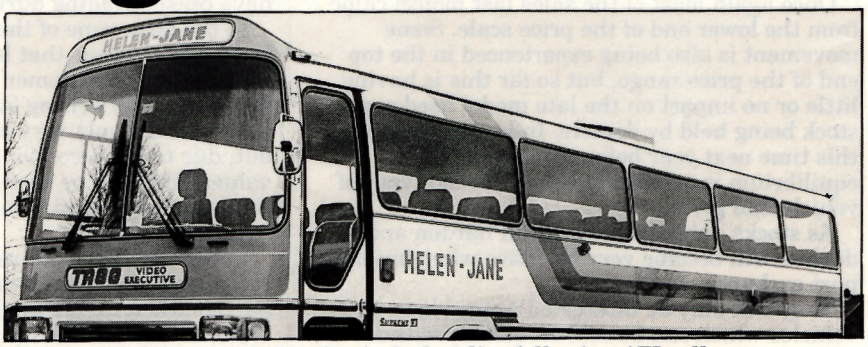
Mr Derbyshire said that ABTA had promised to pay the bill and the hotel owner apologised, saying he fully expected to be sued for the problems caused by his mistake of impounding the vehicle.

'I'm just pleased we've got the coach back. It has just arrived,' said Mr Derbyshire last Friday. 'It's due out again tomorrow and we are busy getting it ready.'

Ironically, Taggs normally uses its coaches for its own tours, and had sent the Van Hool to Spain to help out another operator.

'It's as well that ATI was ABTA bonded but the only real solution to problems like this is to get the cash from tour operators up front.'

Another operator, Airport Coaches of Stansted, managed to get its two vehicles working for ATI in Spain home before the hotel had a chance to impound them. 'When we heard from ABTA about the insolvency, we just told the driver to get the hell out of it,' said manager John Harvey.



Taggs: coach impounded in Spain by hotelier following ATI collapse.

ABTA puts pressure on Government to help industry

THE Association of British Travel Agents is putting pressure on the Government to free an air travellers' rescue fund for the coach trade.

The Air Travel Trust Fund set up in the 70s by the Labour government has around £25 million available for situations not covered by bonding schemes.

It has been dipped into during the collapse of air tour firms but now ABTA wants to see its cash available for all holidaymakers.

'Around 50 percent of southern European holidaymakers don't travel by air, and that is a fairly recent phenomenon,' an ABTA spokesman told *Coachmart*.

'In the 70s when the ATTF scheme was set up, it was to cope with the new air travel packages.

'Now we are trying to get it to cover coaches as well. We are pushing the Government hard on this.'

RALLY

● PORTUGUESE-built Camo coaches may be making another appearance at the Southampton Rally, says the man who caused a stir with a vehicle last year.

Outspoken Ray Callaway, proprietor of Ross Travei, has booked space at the show and says he might be bringing in another example of the vehicle - this one built on a Spanish Pegaso chassis. 'I won't have anything to do with Volvo,' said Mr Callaway, who last year gave enquirers several differing indications of the UK price of the luxury high-line vehicle.

Mr Callaway says he has had a dozen firm enquiries from operators including two for Peter Thomas and is once again hoping to bring in a right-hand-drive vehicle for type testing.

● BUS and Coach Council will be at both Blackpool and Southampton rallies this year - on board the Bostock's coach.

Look out for the Bostock Plaxton Volvo, which will compete in both rallies.

● STUART and Sue Cleaver of Coleshill-based Midland United will be taking their Volvo Jonckheere Deauville to the Southampton Rally on Sunday April 21- if enough operators to make a party are interested in going.

Operators wanting to go to the rally should contact Stuart or Sue on 021 748 5767.

See Rally Preview on pages 22 and 23.

■COACH & BUS SALES

New sales fall heavily again...

AS the UK recession continues to bite new coach and bus sales slumped by nearly a third last month, according to figures from SMMT.

Only 198 new PSVs were sold in the UK in March, 32 percent less than in the same month in 1990. That dismal performance contributed to a first quarter market down over 25 percent - 682 vehicles compared with 913 in the first three months of 1990.

Both the bus and coach market sectors have been hit hard. Sales of full-size coaches are down nearly 30 percent month on month and by nearly a third year to date.

VL Bus and Coach dominated the combined PSV market in March. Volvo registered 130 vehicles, down over 16 percent on March 1990, but more than three times the number sold by its nearest rival, Scania. Some 117 of Volvo's sales are coaches.

Although Leyland Bus registered just 34 vehicles, nearly all of them coaches and down nearly 70 percent on March 1990 sales, the combined sales of VL accounted for over 43 percent of the month's total market.

To take second place in the sales league, Scania sold 39 vehicles, more than twice its March 1990 total.

Only 12 of these are coaches. Dennis took up fourth place behind Leyland Bus with 23 registrations - none of them coaches.

According to SMMT, DAF sold just two PSVs in March, down from 32 in March 1990, to take fifth position followed by fellow United Bus subsidiary, Optare, which sold one.

... but used sales continue to improve

USED coach sales in March continued the improvement shown over the last few months - but they are still very dismal. Some operators, however, have at long last realised that there will never, ever be a better time to update the age profile of their fleet.

Once again most of the sales last month came from the lower end of the price scale. Some movement is also being experienced in the top end of the price range, but so far this is having little or no impact on the late model used coach stock being held by dealers. Indeed, it may be this time next year before some kind of equilibrium is achieved in stock levels, types of vehicle and price.

As stocks diminish, prices will harden and dealers will become very selective when buying-in part exchange coaches.

They will only be interested in top class vehicles which can be sold on quickly without any expenditure on them.

Some deals, however, are increasingly becoming casualties of the very strict underwriting policies being adopted by financial institutions. This has become necessary partly because of high interest rates and the inability of customers to meet repayments and partly because of the number of finance houses that have ceased trading during the current recession.

In the past some of the peripheral companies have taken a view that higher interest rates charged to the customer would compensate for a laxity in underwriting standards. This has now produced not only very high outstanding debts, but, due to the recession, greatly reduced asset values. This can be seen in the high number of finance repossessed vehicles being offered for sale at present.

Let's hope that with reductions in lending rates, and a more responsible view taken by all parties when concluding deals, confidence can be restored in the industry and finance houses will again view coach operators as a potential source of business.

FULL-SIZE COACH SALES

Maker	March 1990	March 1991	% diff	Year to date 1990	Year to date 1991	% diff
Volvo	148	117	-21	249	198	-20
Leyland	33	29	-12	79	65	-18
Scania	6	12	-50	34	21	-38
DAF	21	8	-	43	12	-76
Setra	0	3	-	6	5	-
Bova	9	3	-	24	3	-
Dennis	15	0	-	39	7	-
Duple	6	0	-	8	2	-
Others	10	3	-	22	27	-
Total	248	-175	-29	504	-340	32.5

TOTAL COACH AND BUS SALES

Volvo	156	130	-17	328	239	-27
Scania	14	39	178	55	64	16
Leyland Bus	110	34	-69	311	141	-55
Dennis	31	23	-26	72	119	65
DAF	32	2	-94	64	14	-78
Optare	2	1	-50	5	30	500
Others	25	27	8	70	68	-3
Total	376	256	-32	913	682	-25

■EMPLOYMENT

Jobs go as Yeates Bus & Coach closes Salisbury depot

YEATES Bus & Coach, Volvo's PSV sales operation, is to close its loss making Salisbury depot.

The Salisbury new and used sales will move to Loughborough while the service and parts operation closes down with ten job losses.

Tony Harvey, Yeates Bus & Coach managing director, told *Coachmart:* 'We could not attribute sufficient sales to the Salisbury depot to justify the overheads. It distresses me and the management team but we couldn't make it pay.' Blaming the present economic climate, he added: 'I can't afford to continue losing money at an incredible rate each month.'

The 1.6 acre freehold site in Salisbury, which includes new £100,000 offices, was valued at £800,000 when acquired by Volvo in March last year. The property will be mothballed when operations close on May 3 and the stock of three new and 30 second-hand coaches will transfer to the one-site operation in Loughborough.

Said Mr Harvey: 'In the main people buying come up to Loughborough and the sales team can still be contacted on the same telephone numbers.' Tony Redford, Anthony Harvey, Brian Jones and David Edwards will report to Brian Walker at Loughborough.

Yeates' Loughborough depot: will handle sales.

At the height of the 1980s' sales boom Yeates sold up to 200 vehicles each year from Salisbury.

Opened in a residential area in 1977 it was run by Ernie Waterman until he retired in 1984 when his son David took over - David Waterman left at the end of last year to become AVE Berkhof's sales director.

VL's parts and service depots at Southampton, Heathrow, Bristol and Exeter will cover for the Salisbury closure.

■COACH

The Kings Ferry gets more Mercs

PETER O'Neill of The Kings Ferry, Gillingham, is adding the last three Plaxton bodied Mercedes 0303s to a £1.75 million shopping spree which has replaced one-third of his front-line commuter and private-hire fleet.

The Kings Ferry: £1.75 million shopping spree.

The Kings Ferry will have 12 new 0303s. Six RHDs came from Yeates Bus & Coach at the end of last year and the latest purchase from Plaxton Sales adds to three other recent Plaxton 0303s.

Although two have four-star bodywork with 49 seats and toilet, all are equipped with fridge, video, phones and Sutrak air-conditioning.

When an automatic Dennis Javelin arrives from Berkhof, 17 new coaches will have been bought - all with H reg personalised KFC plates.

Two replaced fire-damaged vehicles and four are fleet additions for a new London Docklands commuter service.

Mr O'Neill told *Coachmart:* 'The commuter work is keeping us buoyant, whereas others are suffering a bit.'

The Kings Ferry has spent more this year than in any year since 1984. Said Mr O'Neill: 'The idea is that we leave everyone behind. If you can afford to buy new vehicles, now is the time. In theory, the resale price in three years time should be high because so few new coaches are being sold at the moment.

'All vehicles are bought on HP agreements so that the vehicle has to stand on its own. The equity from part-exchanges is not put into new vehicles to avoid the temptation of running at similar rates to 1984 - if more operators were honest with themselves they would be better-off.'

Thirty-four Kings Ferry coaches run each day from Kent into London offering commuters savings compared with Network South East season tickets (£1,175 against £1,600), and local pick-ups bring travelling times in-line with the train.

■BUS

Wilts & Dorset threaten cuts

WILTS & Dorset blames the recession for threatening withdrawal of 16 evening and Sunday services in the Poole area.

Dorset County Council will pay up to £100,000 to keep the buses running - at least until October.

Andrew Bryce, commercial director for the former NBC company, told *Coachmart* that the routes received subsidy before deregulation, but they were registered commercially with the introduction of minibuses.

He said: 'The minibuses presented savings, but we have lost off-peak travel since January and these services are no-longer viable.'

The routes have now been put out to tender, with offers invited from the 20 operators on Dorset's tender list.

■BRIEFS

● THE Port of Dover enjoyed its best ever Easter handling more than 300,000 passengers, 3,200 coaches and 45,000 cars on its ferry, hovercraft and jetfoil services to France and Belgium.

● SOUTH Yorkshire Transport has appointed consultants Steer Davies Gleave to develop a programme of customer opinion surveys.

The programme will employ a combination of on and off-bus surveys to establish priorities for improvement and investment.

● GMPTA is laying on buses to cover the 12 week closure this summer of the Bury BR line.

The line is being converted to carry the trains of Metrolink, the city's new LRT system.

The first phase of Metrolink is expected to be running by the end of this year.

● AS no buyer has been found for the Boyden International coach business as a going concern, the receiver is selling the remaining coaches by tender.

The ten vehicles, including five Bovas, can be viewed at Boyden's Castle Donington garage on Tuesday April 16 between 10 am and 4 pm.

For a catalogue ring 021 200 3040. Bids must be in by 12 noon Friday April 19. Send them to Grimley JR Eve, 2 St Phillips Place, Birmingham B3 2QQ.

● EAST Yorkshire Motor Services and Humberside Police have cooperated to set up a 'Crime BUSters' initiative. Six East Yorkshire deckers have been painted in eye-catching liveries with the message 'Crime: Lock it and Stop it.'

The buses will keep the message in the public eye for two years.

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1982 (X) VOLVO B58 JONCKHEERE BERMUDA, 49 recliners, rear sunken toilet, driver's bunk, new MoT ..... **£35,000 + VAT**

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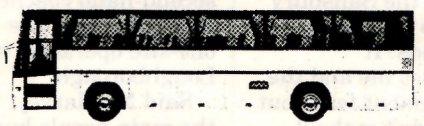

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■LICENSING

Cumbrian operator gets jail sentence for tacho offences

THOMAS Gordon, owner of Cumbrian coach operation, Gordons of Kirkbride, has been sentenced to a nine month prison sentence, suspended for two years for falsifying tachograph charts.

Mr Gordon was also fined £18,300 and ordered to pay costs of £1,500 by Carlisle Crown Court.

He pleaded guilty to 36 counts of aiding and abetting drivers to make false entries on tachograph charts and three counts of making false declarations in applications for vehicle excise licences.

Gordons: owner to pay £18,300 fine for offences after court case.

The court was told that shuttle services to Austria on behalf of Market Harborough-based Travelsphere needed three drivers to be operated legally.

In every case, two drivers had been used and tachograph charts falsified to suggest there had been three.

Drivers' hours limits had been exceeded by between a half and two thirds on a regular basis.

In mitigation, it was said the offences had arisen against a background of expensive coaches, a massive overdraft, increasing interest payments, the danger to the business as Mr Gordon saw it and his attempts to keep the business going.

Sentencing Mr Gordon, assistant recorder, Robert Platts, said he had avoided an immediate prison sentence by the 'skin of his teeth.'

● *Full report soon in Licensing & Legal.*

Inverclyde is now back on the road

A SCOTTISH bus operator is back on the road after an O-licence slip-up left him holding out the hat to passengers.

Inverclyde Transport of Greenock took its case to court after Scottish Traffic Area Office ended its licence weeks earlier than the firm expected. And now a judicial hearing has ruled that the company was entitled to run vehicles.

Inverclyde was running free buses and relying on charity to keep it running while its boss Andy Wilson began a legal wrangle with the Scottish Traffic Office.

Mr Wilson says he was staggered when he was told that his O-licence - given on March 20, 1990, to run for a year - was terminated before the end of February: 'You would expect a year's licence to last a year, not 11 months,' he told *Coachmart*.

Mr Wilson admits he failed to spot the date on his vehicle discs and documents and made a few mistakes himself which hadn't helped the situation but says that he was faced with running free buses for 16 weeks while a new licence was sorted out.

He had failed to apply for a continuation before the expiry date, then made a minor error in the new application which may delay his new O-licence still further. The problem was solved by intervention by an advocate, who got a judicial review which held the licence should have run for a full year, and thus Inverclyde's application for continuation, made on March 7, was valid.

The Scottish Traffic Area Office did not want to comment on Inverclyde's problems.

Delay in Pride of Road's licence bid

YORKSHIRE operator Pride of the Road's application for O-licence renewal has been delayed following accusations of gross misconduct by former traffic manager Kevin Townend.

The allegations made at a Leeds public inquiry last week include false fuel duty rebate claims, sale of untaxed diesel to other operators, failing to keep drivers' records, running unregistered bus services and defrauding the Inland Revenue.

It was said West Yorkshire PTE had issued a warning over an unregistered service and that the Department of Transport had evidence regarding the fuel duty rebate claim. Mr Townend said other evidence was held by South Yorkshire Police and that the West Yorkshire Fraud Squad were investigating an alleged conspiracy to put another firm out of business.

Pride of the Road: allegations made at public inquiry.

The inquiry was also told maintenance problems raised by a vehicle examiner showed a substantial improvement since director Alan Platt took responsibility for the company's Royston depot. The case continues.

■BUS

GMPTA to cut £8 million from budget

GREATER Manchester PTA has revealed where it will make more than £8 million worth of cuts from its transport budget.

The £122 million budget will be reduced in all areas, including accessible transport schemes, rail ticket subsidies, concessionary fares and bus contract subsidies.

The Transport Network Committee is to review all existing service contracts under instruction to cut £2.5 million from the £12.3 million budget. Accessible transport plans have been cut by 25 percent and concessionary fares budget savings are expected to made by increasing fares.

● GMPTA has made £77,000 in grants to community transport organisations, including Wigan and District CT, Tramcars of Trafford, Wythemshawe Mobile, Easy Go of Stockport, Longsight Community Association and Manchester Jewish Social Services. Grants will pay salaries.

■NOSTALGIA

Thornycroft Society meets

THE first meeting of the Thornycroft Society was the last stand for the chassis builder's old canteen and social club, shortly to be demolished.

In all, 125 former employees and enthusiasts gathered in the historic Basingstoke building to log the known 126 preserved vehicles and put out feelers for others scattered around the world.

■COACH

Action taken over newspaper claims

TODAY newspaper is facing legal action over published allegations that it saw coaches speeding down motorways at up to 90 mph.

In a story 'We snare coach maniacs' - published in early editions on April 1 - *Today* alleged that drivers flouted the law despite new speed limiter legislation. It claimed its reporters had seen coaches run by Shearings, Armchair Travel and National Express breaking the 70 mph speed limit.

The story immediately angered the Bus and Coach Council, National Express and operators unconnected with the report.

We snare coach maniacs

by ANDY RUSSELL and NEVILLE THURLBECK

The **Today** *report which started the furore.*

'I understand that the companies named all have speed limiters fitted to their vehicles and will be taking appropriate action with the newspaper or with their drivers,' said a Bus and Coach Council spokesman.

Armchair Travel's managing director Simon Newman confirmed he had contacted lawyers about the report. 'All of our vehicles are fitted with speed limiters. We now have a copy of the tachograph disc which we believe relates to the vehicle concerned, and understand that the coach was being driven by one of our top drivers. He has been with us for eight years and has gone through the advanced driving test,' said Mr Newman, former BCC president.

'All of this information is now in the hands of our solicitors.'

National Express marketing director Bernard Davies called for the industry to take action against allegations of this type: 'It is a sad fact that the media thrives on speeding coach stories, despite the vast majority of these subsequently proving to be untrue.

'Following the latest story, it is time for the coach industry to take firm action against any misleading and damaging stories. National Express will endorse any such campaign,' he said.

Shearings' marketing director Robert Mackenzie said his company did not intend to pursue the report: 'All of our vehicles are fitted with governers, and had them well ahead of legislation. We welcome them as an aid to safety and public confidence.

Simon Newman: contacted lawyers.

'Any driver found to have disconnected a speed limiter without good reason would be severely disciplined,' said Mr Mackenzie.

A reporter involved with the story was unavailable for comment when *Coachmart* contacted *Today's* Manchester office.

■COACH

Premier driver helps sick girl

A PREMIER Travel driver put his company's first-aid training to the test when an asthmatic schoolgirl needed emergency treatment.

Continental driver Wally Davis faced the crisis as he neared Calais, but training given by Premier to 25 of its driving staff meant he was able to revive her and ensure she got prompt hospital treatment.

'We pride ourselves in the standard of safety and service we provide,' said Premier managing director Paul Cooper.

'To ensure the drivers are fully trained to use first aid and cope with any unforseen situation or illness was a logical step.'

Wally Davis said the training had definitely helped him: 'It gave me confidence to revive the child and ensure she received hospital treatment,' he said.

The training was done through St John's Ambulance divisional superintendent Eric Slote. Since the basic training was completed, a dozen of the drivers have attended advanced courses in first aid.

Wally Davis: revived girl.

Benefits of the courses include better staff retention, Mr Cooper told *Coachmart:* 'I believe it improves staff morale and competitiveness among drivers.

'We haven't lost a single coach tour driver in a year and have a waiting list within the company for jobs on the tour driver standby team,' he said.

'What's more, improved performance by the driver results in better gratuities for him, so we all benefit.'

■BUS

More fare rises

MORE bus companies have announced fare increases *(Coachmart,* April 4, 1991).

Luton and District has applied an increase of around eight percent, but has pegged prices available with its discount cards and rover tickets.

Ulsterbus is levying an eight percent increase on many of its fares. Q-Drive subsidiary Alder Valley has countered peak-hour subsidy cuts for school children - dropped by Surrey County Council as budgets tighten - by introducing discount schemes for pupils under 16 and Tyne and Wear PTA has put up fares by 10 pence.

Coachmart is published by EMAP Response Publishing Ltd, Wentworth House, Wentworth Street, Peterborough PE1 1DS.
Telephone 0733 63100.
Classified Advertising 0733 898111
Fax 0733 62656.
Telex 32157. ISSN 0953-8240
Editor in Chief- Mark Barton
News Editor - Mark Williams
Staff Writers - Rod Davey, Mike Morgan
Production Editor - Andrew Hurst

Publishing Director - Ian Griffin;
Group Display Sales Manager - Iain Blackhall;
Deputy Group Display Manager - Lynn Cowley;
Group Classified Sales Manager - Stephen Skinner;
Telesales Executives - Sally Wright; Ruth Kitchen;
Sales Representatives - Hugh Cairns, Paul Murtagh, Liz Green, Lyn Cook;
Advertisement Production Manager - Nicky Curd;
Group Marketing Manager - Sarah Ramsden;
Subscriptions inquiries-Joanne Reed.

Coachmart is only available by pre-paid subscription. Domestic subscription rate is £45 per year; £75, 2 years; £95, 3 years; and Europe (including Irish Republic) £85 per year. Worldwide air mail rate is £115 per year. All rates include postage.
Contributions should be sent to The Editor, **Coachmart**, Wentworth House, Wentworth Street, Peterborough PE1 1DS.
The Editor cannot accept responsibility for claims and statements by authors and manufacturers whose views do not necessarily represent those of the publisher, or for any mistakes or misprints, although every care is taken to ensure accuracy.

Typesetting and colour origination: Meridian Media Services Ltd, Orton Southgate, Peterborough.
Printing: Gibbons Barford Print,Willenhall, West Midlands.

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Shearings gets 15 new Scanias

SHEARINGS Coach & Bus has taken delivery of 15 new Scania K93 and K113 with Plaxton 3200 and Van Hool Alizee bodywork. The first four of these vehicles supplied by Stuart Johnson Ltd were handed over to Ian Longworth, transport director of Shearings, by Stuart Johnson.

Following successful operation of similar vehicles, Shearings has placed a repeat order for a further 30 Scania K93 chassis with Plaxton bodywork for delivery later this year.

Shearings: first four Scanias from Stuart Johnson Ltd have been handed over.

BTS expands with biggest-ever order

BOREHAMWOOD-based BTS Coaches Ltd has expanded its operation on London Transport tendered services with its biggest order for new double-deck Leyland Olympians.

Ken Dollman, BTS Coaches' managing director told *Coachmart:* 'Over the last two years with the expansion of our operation on LRT routes, our experience has shown us that the best way to develop our business is to invest in new vehicles.

'We continually evaluate current products available, and we decided the Leyland Olympians were the best for our operational requirements with their low floor, comfortable ride, easy maintenance and well proven acceptability with passengers and drivers alike.'

The 14 Olympians are all 4.953 mm wheelbase to suit one-door bodywork.

They meet London Transport's Schedule X requirements and have seating for 77 passengers with 15 standing.

Mercedes-Benz 609D is Spot-on

SPOT Hire was started in 1974 from premises in Spot Lane, Bearstead in Kent - hence the name.

Said proprietor Roger Young: 'Spot gave rise to a logo and a name local people could identify with. Those who don't know it will do some research and then not forget it.'

The latest vehicle for the nine-vehicle fleet is a 21-seat Mercedes-Benz 609D with Europa conversion. It was selected to fill the gap between a 15-seat 407D and a 35-seat Ford. Mr Young says: 'It was probably the best value for money at the time and it fits-in well with the 407. It has been quite successful at the moment, but not everyone knows we've got it. There isn't a vehicle in the area of that particular size, so I expect it to be a popular little motor.'

The vehicle is fitted with Richards and Shaw Algarve seats, Blaupunkt stereo and deep boot. It will be used for private hire, airport transfers and local contracts.

You've been buying...You've been buying...You've been buying...You've been buying...

MetroRiders get on board London Buses

THE last of a batch of 24 New Generation Optare MetroRider vehicles has just been delivered to London Buses Ltd. They were supplied to two subsidiary operating companies - 14 for Selkent and ten for London Central.

Selkent's managing director Bryan Constable said: 'We particularly like the Cummins/Allison power train and have been well served by our earlier all disc-braked MetroRiders, so it was natural to continue to use this design, particularly where the initial vehicle cost was a significant factor in the viability of the network.'

The Selkent vehicles are used on routes 380 and 386 in west Woolwich, and Central's buses run on routes 244 and 291 from Thamesmead and Woodlands Estates.

Yorkshire Traction picks-up five new buses

ONE of Yorkshire's largest bus operators, Yorkshire Traction, has put into service five new Scania N113CRB chassis with Alexander PS single deck bodywork.

They are the first new full-size buses since privatisation and the first Scania service buses for the Barnsley based company. However, Scania is no stranger to the 'Tracky' Coachlinks coaching unit. A number of Scania K113 Plaxton Paramount 3500 coaches having been purchased in recent years. One of last year's coach delivery was road tested by *Coachmart (Coachmart,* May 10, 1990).

The N113CRB produces low exhaust and noise emissions, making it particularly well-suited to urban operations - a factor influencing Yorkshire Traction's decision to buy.

Photograph: Frank Carter, managing director of Yorkshire Traction takes delivery from Stuart Johnson, managing director of Stuart Johnson Ltd - the supplying distributor - in the presence of George Peach, commercial director and John Myers, finance director of Yorkshire Traction, and Peter Crawford, bus sales director of Stuart Johnson Ltd.

Contract loss follows PHG's vehicle purchase

DISABLED children transport specialists Peter and Pauline Glynn lost Leeds Social Services contracts worth £2,500 per month less than ten days after buying a new coach for the work.

The fleet of five small vehicles was cut to two as the couple, trading as PHG Coaches, were left with one £100 per week education contract for severely disabled children and private hire to concerts and the seaside.

Pauline Glynn, herself disabled, outlined the firm's other difficulties during the past five years. After starting from home a move to commercial premises was delayed by over a year because of a battle with the local planning authority for change of use.

Further business was lost and staff found work elsewhere.

PHG's vehicles are not specially adapted for the disabled. The new Renault Master T35 LH van was converted by North West Coach Sales to a 15-seat minibus. A fully insulated false floor provides underfloor luggage space with access from the rear doors.

Blackburn Transport plumps for secondhand Leyland Tigers

BLACKBURN Transport is refurbishing its troublesome Eastern Coachworks bodies on secondhand Leyland Tigers in preference to full rebodying favoured by Midland Red North with similar vehicles.

Four nine-year-old coaches are going to East Lancashire Coachbuilders for rear end strengthening and EL2000 type fronts with economy windscreens. Alan Kirkbright, Blackburn Transport's depot engineer, said that the ECW body suffered from a weak back end that needed constant attention.

Coach seats and luggage racks are being removed and bus seats fitted together with new heating system.

The revamped Tigers will continue on Clitheroe to Manchester service X1/700 until being replaced later this year by five new East Lancs EL2000 dual purpose Volvo B10Ms fitted with Allison automatic gearboxes.

Blackburn Transport: refurbishing troublesome Eastern Coachworks bodies.

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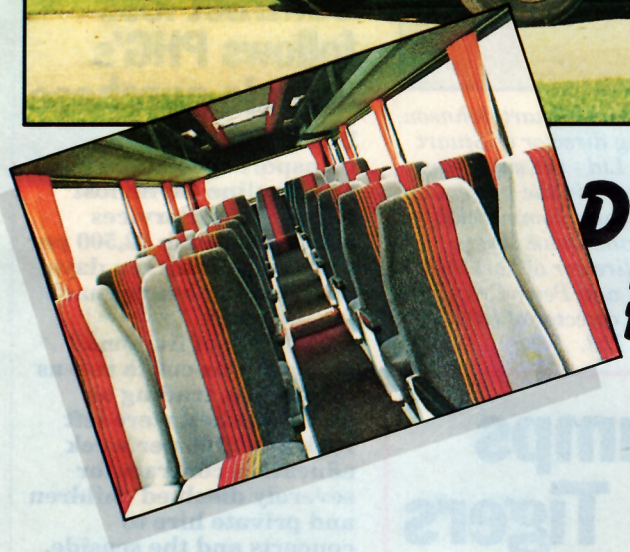

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Low on image - high on economy

As operating costs rise and revenue shrinks, there is a temptation to return to the halcyon days of coaching when basic low-cost vehicles earned real money. Mike Morgan says this would be a big mistake.

REMEMBER the good old days? Fifty percent Government grants, and low cost motors.

Take the Ford R series for example - a Godsend to the operators of the 1970s.

Ford supplied the small operator with the tool to do the job. Maximum capacity (cram as many seats as possible into 11 metres), provided maximum revenue. Everything was geared to 53 seats.

Excelsior, Shearings and Smith of Wigan embraced the formula as willingly as the small operator with four or five coaches.

For passenger, driver and operator alike, the R series was a giant step forward.

Once you've shown the customers the good life, there's no going back.

Turbo power boosted journey times, and the driver was further cosseted with power steering, air brakes and a five (later six speed) stir and pray gearbox which brought the best out of the small power plant.

Passengers would come to the front and try to hold a conversation, but the high-pitched engine would drown them out.

The R series was without doubt cheap and cheerful, but its most notable virtue was its earning capacity.

Many small operators amassed small fortunes on the back of successive generations of R series Fords.

Fourteen mpg and a full load - ah, those were the days.

Look at things now. No grant, expensive spares, £100,000 coaches with ten mpg the norm, and - where have all those passengers gone?

There's a temptation to step back in time. If you can't earn the rates to earn the motor, then run the motor that justifies the rates.

Well I gave it a try on a brief *Coachmart* test, and believe me, it would be a retrograde step.

Memory plays tricks and sophistication of modern chassis-body combinations softens the senses.

Once you've shown your customers the good life, then there's no going back. Ride, comfort, noise levels and heating are all in a different world.

Did anybody manage to keep warm in an R series? I didn't when outside temperatures struggled to get into single figures.

The seating is so compact that any self-respecting six-footer will howl in protest, and the steel suspension gives the impression of running on square wheels.

Ford R series: cheap and cheerful, with main value its earning capacity.

Both were acceptable 20 years ago, but not today.

I'd forgotten about passengers flooding forward to counter the

Old coaches should not now be used for private hire, tour and excursion work.

sensation of seasickness.

Once at the front they would try and hold a conversation, but give up the unequal struggle with the high-pitched engine.

The R series is a free-running chassis with brakes to match, but it cannot live with modern traffic.

Drivers, fitters and - more importantly customers - are turned away.

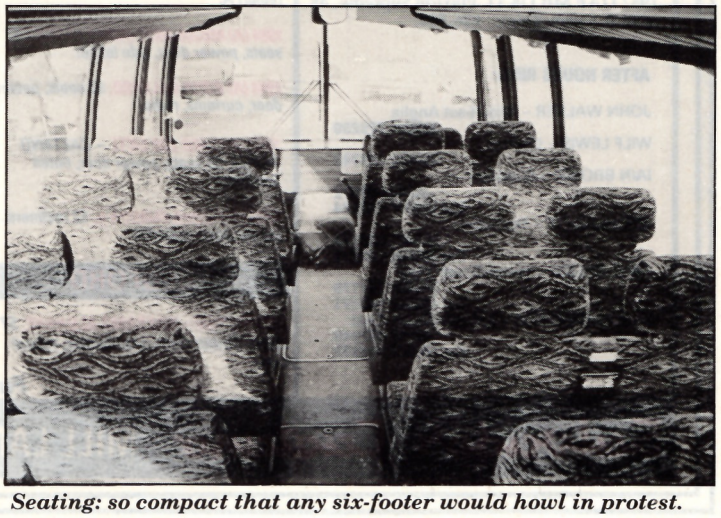
Don't misunderstand me. Old coaches have a role, but not on private hire, excursion or tour work.

The coach market in 1991 is tough - very tough, but don't be driven backwards.

The future lies in selling a quality product at a quality price.

A cheap product devalues the industry and all who serve it. We must attract customers back to coaching, not turn them away.

What do you think? Write and tell us your views. Send letters to The Editor, Coachmart, Wentworth House, Wentworth Street, Peterborough PE1 1DS or by Fax: 0733 62656.



Seating: so compact that any six-footer would howl in protest.

Another revolutionary idea from Ireland!

BUS operators short of lateral thinking may like to take a tip from Ulsterbus, which according to a local newspaper has hit upon a revolutionary idea.

Deciding exactly what fares to charge people is never easy, even when Ulsterbus division Citybus is on the verge of installing new ticketing equipment.

'... a new fare structure which the company believed would be fairer for everyone would be announced,' says the newspaper. 'People travelling long distances would pay more than those on shorter distances.'

One can't help thinking that the idea may have been over simplified by the reporter.

● OUR thanks to *The Western Morning News* for its story about Plymouth CityBus, in which this magazine was neatly praised.

In a feature about the burgeoning profits of Plymouth CityBus, journalist Paul White says MD Brian Fisher is quick to back-up his claims for success with figures.

'But you don't have to take his word for it,' says Paul. 'The influential *Coachmart* journal recently complimented the company for its sound management...'

Influential, eh? We would like to add that we think *The Western Morning News* is a very enjoyable newspaper with a fine staff and we mean that most sincerely...

Fife Scottish: purposely on a go-slow.

● FIFE Scottish' new bus service is on a go-slow - so that mobility-impaired passengers can have more time to board and get seated.

The Nice and Easy Bus, from Linburn Road to Townhill in Dunfermline, is aimed at serving people visiting hospital.

The converted Leyland National has a range of DiPTAC features, including low entrance step, and has a carefully selected regular driver/courier.

● AND to round off this week's pick of the newspaper nonsense, we turn to the *Bath Evening Chronicle* - which gives timely warning of horrific goings on in the city.

In a story about the furore over Bath's open-toppers, reporter Martha Linden says poor old Badgerline has had apples thrown at its passengers and hoses turned upon them. Far more alarmingly, cars have swerved into the path of tourist buses.

However, it is hard to see how Bath's car drivers could AVOID being in the path of these gargantuan vehicles, as our intrepid reporter reveals: 'Avon County Council proposals for restrictions on PSVs wider than 8.4 metres will come up for approval... on April 8.'

They shouldn't be allowed on the road, we say...

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1988 (E) MB 230 – CAETANO ALGARVE, 53 recliners, courier seat, rear continental door, curtains, radio/PA/cassette.

1987 (D) SB 2300 DHS – DUPLE 340, 57 recliners, power door, centre door, provision for centre toilet.

1986 (D) SB 2300 – CAETANO ALGARVE, 49/53 seats, centre continental door, courier seat, boxed/wired for video, Webasto, boiler, berth.

1986 (C) BOVA FUTURA FHD, 49 recliners, toilet, cont. door, dble-glazed, boiler, bunk, radio/PA.

1984 (A) MB200 DKFL DUPLE LASER I, 57 seats, power door, side locker.

1984 (A) BOVA CALYPSO, 53 seats, power door, curtains, radio.

1983 (PP) MB 200 DKTL – CAETANO ALPHA, 53 seats, power door, tinted windows

1982 (PP) BOVA EUROPA II, 52 recliners, power door, radio/PA.

BEDFORD

1987 (D) YNV – CAETANO ALGARVE, 57 seats, power door, side locker, wheel trims.

1986 (C) YNV PLAXTON PARAMOUNT 3200, 53 recliners, power door, tinted windows, curtains, side locker, radio/PA/cassette.

1985 (C) YNV – CAETANO ALGARVE, 53 recliners, continental door, side lockers, tinted windows, curtains.

1981 (W) YMT – DUPLE DOMINANT IV, 53 seats, power door, radio/PA.

VOLVO

1988 (E) B10M GL – CAETANO ALGARVE, 49/53 recliners, courier seat, double glazed, centre demountable toilet, continental door, radio/PA/cassette.

1980 (V) B58 – DUPLE DOMINANT II EXP, 53 seats, power express doors, semi automatic.

1980 (V) B58 – DUPLE DOMINANT II EXP, 53 seats, power express doors, radio.

MERCEDES/M.A.N.

1983 (PP) 0303 JONCKHEERE P50, 49 recliners, courier seat, centre toilet, continental door, double glazed, radio.

1982 M.A.N. VAN HOOL ACRON, 49 recliners, toilet, drinks machine, fridge, radio/PA.

1982 (PP) 0303 – JONCKHEERE BERMUDA, 49 recliners, power door, centre toilet, bunk, fridge, radio/PA.

LEYLAND/AEC

1987 (D) TIGER 260ZF – DUPLE 320, 48 recliners, rear toilet, servery, courier seat, radio/PA.

1983 (Y) TIGER 245 S/A – DUPLE DOM IV EXP, 53 seats, power express doors, SBG front.

1983 (Y) TIGER 245 ZF – PLAXTON PARAMOUNT 3500, 49 recliners, courier seat, rear sunken toilet, double glazed, berth, drinks machine, radio/PA.

1982 (X) TIGER 218 S/A – VIEWMASTER, 49 recliners, double glazed, toilet, bunk, radio/PA.

1981 (W) LEOPARD ZF – DUPLE DOMINANT III, 57 seats, power door, radio.

1981 (W) AEC 760 S/A – PLAXTON SUPREME IV, 53 seats, power door.

1979 (T) AEC 760 ZF – DUPLE DOMINANT II, 53 seats, power door, side lockers.

MIDIBUS

1987 (E) IVECO 79.14 – VIANA L, 19 seats, manual door, top sliders.

1986 (D) MERCEDES 608D – MELFORD, 19 seats, forced air, curtains, boot, radio/PA.

1985 (B) IVECO 60.10 – CAETANO BEJA, 18 seats, power doors.

Full list of vehicles available on request.

Salvador Caetano MILL LANE. HEATHER. LEICESTER. TEL: 0530 63333

The year quoted denotes the year of first registration not necessarily the year of manufacture.

Clarifying the licensing changes

From Huw Hopkins

SIR

Regarding the changes to the driver licensing system and their effect on drivers of small Passenger Carrying Vehicles (PCVs). This centre has responsibility for the policy aspects of driver licensing.

Previously, if a vehicle had no more than eight passenger seats, the driver only required a Public Service Vehicle driver's licence if separate fares were charged in the course of the business of carrying passengers. However, the new regulations introduced on April 1, 1991 mean that drivers of vehicles with no more than eight passenger seats used for hire or reward, regardless of the method of payment no longer have to hold Passenger Carrying Vehicle entitlement.

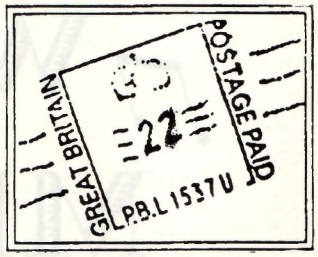
Existing drivers of non-commercial vehicles with nine to 17 seats will not be affected by the introduction of the new regulations or the proposed new EC directive on the driving licence which is not expected to come into force before the end of 1992.

It is not intended that drivers of commercial minibuses between nine and 17 seats take a further driving test. Existing drivers of these vehicles who have held PSV class 4 licences will be entitled to drive PCV vehicles up to 5.5 metres in length without the need to take a second test.

It is only those drivers who wish to learn to drive small commercial passenger carrying vehicles who will have to be accompanied by a full licence holder (for that category of PCV) while learning to drive.

HUW HOPKINS
DRIVER AND VEHICLE
LICENSING AGENCY
LONGVIEW ROAD
SWANSEA
SA6 7JL

Send your letters to:
The Editor, Coachmart,
EMAP Response
Publishing Ltd,
Wentworth House
Wentworth Street,
Peterborough PE1 1DS
Or by fax: 0733 62656



The Editor is always pleased to receive letters for publication in Coachmart and will, if requested, publish these anonymously. But please attach your name and address for our own information.

Phone call leads to interesting discovery

From Tony James

SIR

An interesting sideline to the seemingly perennial search that this company seems to have for drivers came from a recent phone call.

That phone call followed the placing of an advertisement at the beginning of March in our vehicles, saying that there were a number of vacancies, but that applicants must have PSV Class 3 or higher.

I don't know which is must frustrating, the fact that the applicant was so keen and given wrong advice by the careers office, or the fact that Kent County Council, as a cost cutting exercise, is about to close all its careers offices and make 115 trained advisors redundant at the same time.

TONY JAMES
PASSENGER MANAGER
CANTERBURY AND DISTRICT HOPPER BUSES
HERNE BAY
KENT

Well done Eurofix

From Malcom Cawthorne

SIR

Our company was represented on an educational week tour to Prague. It was organised by Colin Brown of Eurofix Wholesale Tour Organisers.

The whole tour was organised to a very high degree and everything went like clockwork. Colin Brown is a credit to his profession and is highly recommended to any coach operator.

MALCOLM CAWTHORNE
MANAGING DIRECTOR
MAJESTIC TOURS
BARNSLEY

Reader says sorry Joe, you weren't first

From Peter Iddon

SIR

I write with some interest regarding your article on page 9 of *Coachmart* March 21, 1991 regarding a Viscount bus driver, Mr Joe Somers.

Mr Somers is claiming to be the first person to successfully take the Institute of Advanced Motorists Advanced Driving Test in a double- decker bus.

I would like to point out that I personally took the test (and passed) on January 4, 1991 in a double-decker bus.

Following this, I encouraged our driving instructor, Mr Jack Pickup, to do the same thing.

Perhaps this would suggest that this is not such an unusual occurence at all.

Joe Somers: his achievement is admirable, but others have matched it.

PETER IDDON
ENGINEERING
DIRECTOR
BLACKBURN
TRANSPORT
LANCASHIRE

Ed - I think it is excellent that drivers are concerned enough to put their skills to the test.

Successfully picking up qualifications helps not only the drivers involved, but also the perception the public has of our industry. Well done !

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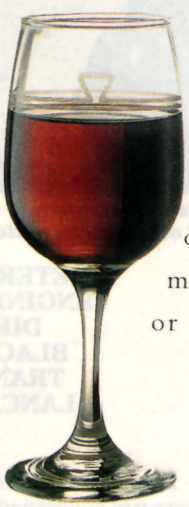


TAKE A BREATHER.

SEALINK STENA LINE

R&R puts the record straight

From R H Dodd

SIR

With reference to the item on Cosham Coaches in your Licensing & Legal section of *Coachmart*, March 21, 1991.

We would like to point out that R&R Motor Engineers, Gosport, does not carry out any maintenance work on any of Cosham Coaches' vehicles. We do periodically carry out specific repairs requested by Mr Harty.

The Bedford coach in question was checked by R&R Motor Engineers at 8.30 am on the day of the fleet inspection of Cosham Coaches.

This vehicle was to be presented at 1 pm. Mr Harty was advised not to submit the vehicle as it was not up to PSV standard. He did not take this advice and later picked up a prohibition.

As most of R&R Motor Engineers' work is in the commercial field, we feel that the item by Mr Jewell does not leave the reader with a favourable opinion of our company, and this we wish to put right.

R H DODD
PROPRIETOR
R&R MOTOR ENGINEERS
MORELAND ROAD
GOSPORT

Putting the DTp's new regulations in a different light

From James Poole

SIR

With reference to page 39 (Legal News) of *Coachmart*, March 28, 1991.

I'm informed by the Department of Transport that the first paragraph of your article was - thankfully - incorrect.

You stated that 'all motor vehicles more than 2.1-metres wide or first used before April 1991' must have end-outline marker lamps installed.

That should read 'used after' not 'before.'

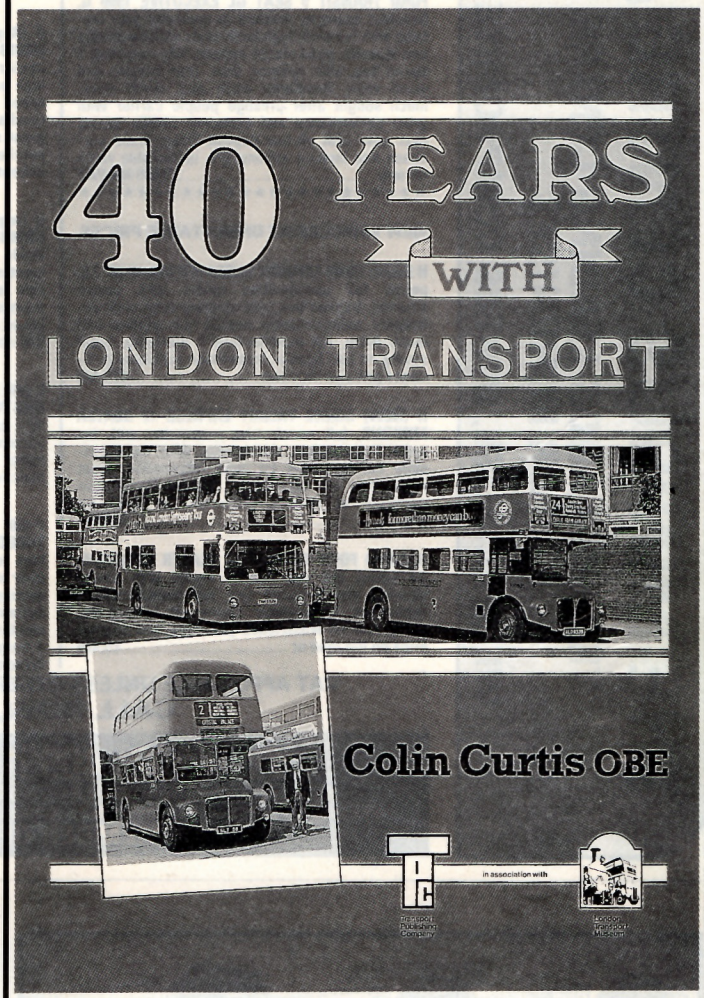
Also the use of the word 'or' between 'wide or first' gave the wrong meaning - implying that it applied to all vehicles and not just those over 2.1-metres.

Until it was clarified, I spent some anxious moments planning to comply with your version!

JAMES POOLE
BISHOP GROSSETESTE COLLEGE
LINCOLN

Ed - Many apologies for confusing you and doubtless other readers, Mr Poole, and many thanks for making the real situation very clear.

NOSTALGIA CORNER



ANY coach operator with a remote interest in London Transport will find the latest book out of the Transport Publishing Company stable required bed-time reading.

Colin Curtis spent his working life on research and development with London Transport - latterly he became vehicle engineering manager (buses). This background explains the title of his autobiography - 40 Years with London Transport.

Mr Curtis tells the story of arguably the most successful design team in the British bus industry. His life with LT was based around Chiswick works and the development of acclaimed RT, RF, GS, and RM models.

The story is told with an insight which can only be attributed to a professional enthusiast dedicated to providing reliable and efficient vehicles for London.

This dedication was inevitably tied to a system of product development which prospered through a policy of identifying problems and curing them. Consequently, LT was at the forefront of transmission, suspension and braking innovation. The pinnacle of success was without doubt the Routemaster. Yet this was the last bus built specifically to London's requirement and it makes poignant reading to learn of the political pressures which led to a disastrous string of off-the-shelf vehicles.

Finally, the experimental department closed in 1986, having failed to convince its political powers that the savings it produced more than counterbalanced its costs. The arguments in favour of central works are more than adequately expressed and the reader is left wondering how the rapidly diminishing British manufacturing capacity can possibly keep pace with bus and coach developments in the UK nevermind worldwide.

The book is available from the London Transport Museum, transport booksellers, WH Smith, or Transport Publishing Company's mail order department - price £19.95 plus post.

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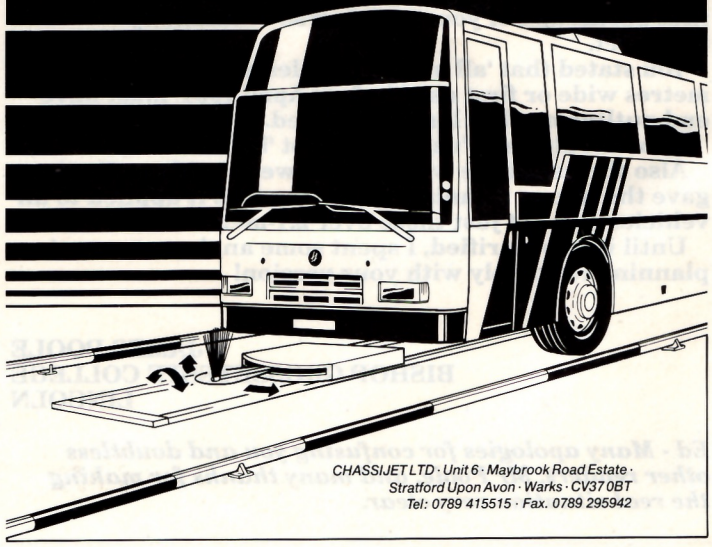

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Making sure you stay On Target

Coachmart columnist Marksman answers *your* questions in the first of a regular feature.

Q **I HAVE recently commenced trading as a minicoach operator. Can you help with the following queries which I have had difficulty finding out: 1. Is there a Code of Conduct for the coaching industry? 2. Are there any standard terms of business? 3. Am I allowed to buy theatre or concert tickets and sell tickets and travel to such events?**

R C, Huddersfield

A THERE are two significant Codes of Conduct having applicability to coaching. The Bus & Coach Council (BCC) has one for drivers - which is principally concerned with safe driving. Launched by the Minister on March 27, the Guide to PSV Maintenance is, in effect, a code of conduct for maintenance.

If, as I imagine, you were referring to an operational code, there is not, to my knowledge, one in general use. BCC considered the creation of one, but decided, in 1988, not to proceed with it at that time. Standard Terms of business might not find favour with the Office of Fair Trading as they might flatten the peaks of competitive drive.

But what BCC has produced for its members is a draft of the items which operators might want to include in their terms and conditions hire.

On the assumption that any packaged sales of travel and tickets forms either an excursion or a private hire, but not a local bus service, there is no legal restraint on the purchase, packaging and marketing of tickets and travel.

The same is true, at least until the EC Directive on Package Tours comes into force on December 31, 1992, where accommodation is packaged with transport. But to sell through a travel agent now, bonding may be necessary - and **WILL** generally be mandatory on all tour packages by 1993.

Whilst there is a general freedom to package and sell in any way you wish - most mixed packages of (VAT zero rated) transport and (VAT positively rated) tickets or accommodation will require VAT to be accounted for using the Tour Operators' VAT Margin Scheme. *Get leaflet 709/5/88 from your local VAT office.*

Q **WOULD it be possible to have a more detailed breakdown of the headings which *Marksman* has worked his costings under? I understand that no allowance has been made for any sort of capital expenditure and that this should be deducted from profit, but we were wondering where in his headings he would place depreciation etc.**

I W, Caernarvon

A AS your question rightly implies, the important thing about costing is making sure that all items have been included. As you may have seen from the costing articles publishing in *Coachmart* for the past three weeks, my preferred view is that fuel and oil, tyres and spares and repairs are unquestionably running costs, that some wages might be regarded as a running cost, but other wages costs - together with all other costs - are fixed (or standing) costs. This latter group includes provision for depreciation and replacement and also profit.

To grasp the interworkings of the last items, it is helpful to go back to business basics. Capital is invested in a business with the goal of generating profits. To do so requires other, ongoing, expenditure for wages, materials etc. If capital is borrowed, this ongoing expenditure will also include the loan charges that arise from that borrowing. The purpose of costing is to produce a pricing structure for the future which will cover the ongoing costs and also make profits.

As the value of the assets in which capital was invested is reducing, costing has to make provision to meet, from the current years income, the amount by which the asset value falls **INCLUDING** the amount by which the capital itself has been eroded away by inflation.

If this has been done correctly there should be sufficient reserves in the depreciation fund to replace the assets without any more capital being injected. In coaching, however, the replacement is likely to be of a higher specification than the old vehicle and this upgrading will require capital in excess of the depreciation fund. Any expansion will, too, demand additional capital. Even if this is raised by an extended loan, the extra capital has to come from somewhere. In most cases, the 'somewhere' is from extra profits over a period sufficient to repay the capital - but always at a rate which will sustain the cash-flow. Costing is covering only the ongoing items; cash-flow embraces everything.

Q **I HAVE been a self employed freelance coach driver for a few years. I use an accountant and am responsible for paying my own tax and insurance. Recently, I have been told that the tax man will not accept status of self employed coach driver, so companies that I work for will have to stop tax and insurance at source and I will have to claim it back.**

F J M, Shoeburyness

A THE Inland Revenue and DSS have been having a purge against dubious self employment in a worthwhile attempt to curtail the 'black economy' and also to protect unwilling persons from agreeing to be deemed self employed so that their employers can avoid the legal and financial duties of employers. You appear to be the innocent victim of this.

If you only ever worked for one company and did not have an accountant, you might have had some difficulty. I would have thought that a written statement from your accountant to confirm that you are a genuine freelance, contracting your services as and when you please to a variety of parties, and that your accountant files your tax returns; would be sufficient to satisfy both prospective engaging companies and their tax offices that they could properly pay you without deductions.

Q&A **Questions on any aspect of coach operation that is giving you problems should be sent to Marksman, c/o Coachmart, Wentworth House, Wentworth Street, Peterborough PE1 1DS or by fax: 0733 62656.**

SOUTHAMPTON GETS INTO TOP GEAR

Rod Davey looks forward to next weekend's Sealink British Coach Rally - at Southampton for the third time.

THIS year's Sealink British Coach Rally will be literally getting into top gear - for TV's 'Top Gear' team will be there.

The popular BBC2 prime-time motoring programme will be filming the Treasure Hunt road run and possibly some of the heats over the rally weekend of April 20/21.

An integral part of the Coach Driver of the Year Competition, the 'Treaure Hunt' will have a 'Defence of the Realm' theme.

Although not exactly firing Patriots at Saddam's Scuds, drivers, navigators and passengers will be well-tasked solving clues at tourist attractions throughout Hampshire.

'Time will not be a factor in this year's event,' said rally organiser Barry Cooper.

'But correct solutions to the clues will be important in gaining points.'

The emphasis has shifted because Hampshire Police have advised the organisers they feel timings and pre-set road speeds are 'inappropriate' for a PSV rally.

Participating operators have the option of selling seats to potential passengers on special Treasure Hunt excursions.

Parties could be returned in the afternoon, using relief or feeder drivers, because the qualifying heat will again use DAF 12-metre coaches with manual gearboxes provided by the Dutch manufacturer.

As with last year's Metro prize, the first prize will again be a car for the winner of the well-established Coach Driver of the Year award.

For the first time, entry is free, and between 30 and 40 entries have been received so far. More than 50 entries are expected before the final takes place.

All the qualifying heats scheduled for Stranraer, Alton Towers and the Hook of Holland were cancelled and snowballed into this one big qualifying heat.

The organisers say this reversion to the old Brighton days is due to a lack of funds.

Drivers are expected to start arriving between 11 am and noon for the Saturday afternoon qualifying heat.

They will then be showing off their driving skills on a pre-set course in the Swimming Pool Car Park, opposite the Southampton Post House Hotel on Herbert Walker Avenue.

Southampton Rally: set for prime-time TV coverage.

'It is a more interesting course with permanent kerbs and a ready-made garage,' said Mr Cooper.

'It will be excellent for spectators, with viewing points all around the course.

'There are grassy banks, and the whole thing can be seen from the road - which will hopefully encourage more public participation.'

'The course is more interesting this year' - organiser Barry Cooper.

Although the course layout will be different to last year's, it will be a similar competition.

The DAF coaches will again be fitted with 'probes' which drivers will be required to align with various 'targets' around the course.

The top 12 drivers will go forward to the final after the Concours d'Elegance is judged on Sunday morning. It will start at 1 pm.

Drivers may drive their own coaches if they are fitted with a manual gearbox.

Otherwise they will have the option of driving one of the DAFs again.

If you missed them last time, family entertainment will again be provided by the Blue Helmets free-fall parachute team on the Saturday.

I am told by one of the Sealink sponsors you should watch out for 'Purdy' in her 'bondage gear.'

Sunday will see a breezy Scottish marching band, and a charity coach-pulling competition by a team from the Hampshire Fire Service.

There will be no official dinner this year at the Guildhall - but hopefully this time the food will be hotter than the wine.

And there's a Solent ferry cruise organised with some even hotter jazz on board.

Tickets will cost £15 and may be obtained from the organisers nearer to the rally weekend.

For those arriving in Southampton by rail, Southampton CityBus will be running a courtesy bus service from the rail station to the rally venue in the town's Mayflower Park.

Jeff Chamberlain of Westlink (left) and Russell Richardson of Optare after winning the Bus of the Year 1990.

What you can expect to see

WITH the recession keeping major players like VL Coach and Bus and Scania away, the exhibition side of the rally looks set to be smaller this year. But, there will still be several interesting and new vehicles to see.

Perhaps the most prominent exhibits will be two of Renault's FR1 GTX rear-engined integral coaches - which won the European Coach of the Year 1991, giving Renault the full set of continental accolades: the company's AE 500 tractor unit holds the 1991 European Truck of the Year and its small hatchback, the Clio, is the European Car of the Year.

One of the stylish top of the range FR1s, which unfortunately carries a very European price tag, will be in Pas-de-Calais operator Schoonaert's livery. The other will be in giant French operator Tourisme Verney's colours, and may go in the rally.

Renault has been threatening for years to bring these impressive integrals into the UK. And it seems that such a move can still not be ruled out. 'We would like to sell these in the UK,' said Renault's PR manager Robin Dickeson, 'but the coach market will have to look healthier before we build an RHD version.'

Sole UK Neoplan dealership, National Express-owned Carlton PSV, will be showing for the first time two RHD Neoplan Transliner Berliner integrals. Cheaper - at £125,000 ex-VAT - than the rest of the range due to manufacture in the lower labour cost area of Berlin, the Berliners are luxury 12-metre coaches complete with toilet, drinks facilities and fridge.

AVE Berkhof has the UK premier of its Excellence 1000-bodied 12-metre Dennis Javelin in the colours of Ellisons from Ashton Keynes in Wiltshire. There will also be a 3.55-metre high-liner Excellence 2000 mounted on a Scania K113CR chassis destined for Harrow's M&M.

Optare will be showing its smaller version of the Delta, the new Vecta bus mounted on the MAN 11.180 chassis in the *Bus Business* Bus of the Year competition. Alongside it will be a full-size Delta - and Optare will also be exhibiting a Star Rider and a MetroRider.

Mayflower Park will also stage the first public showing of Reeve Burgess' new Pointer bus mounted on the nine-metre Dennis Dart chassis, one of an order of 52 for three London Bus subsidiaries.

There are a further three Pointers on order - all with 35 seats, luggage pen and room for 15 standees. Reeve Burgess will also show a 33-seat Beaver coach on Mercedes 814D chassis, and a 29-seat dual-purpose Beaver/Mercedes for Maidstone & District.

Willowbrook will be displaying the first ACE Cougar with Warrior bodywork and a Warrior re-body on a Leyland Leopard. And Wadham Stringer will be entering its Portsdown bus on ACE Cougar chassis in the Bus of the Year competition - alongside a Dennis Dart from London Bus division Centre West, and entries from Europa and Optare. Wrights of Northern Ireland will be there with its successful Handy Bus on Dennis Dart chassis.

Although not yet confirmed with Van Hool UK, it is thought the Wellingborough-based ex-LAG Bus dealership will be showing examples of Van Hool integrals as well as the Eos, following its parent company's takeover of LAG Bus.

Other vehicle exhibits include two 12-metre coaches from DAF Bus, seven vehicles from the Europa range, Toyota's little upmarket Optimo - and Ross Travel is making noises about showing a Portuguese Camo coach.

There will be more - so be there and take the whole family. With the entertainment, it's family fun, as well as an opportunity to do business and see the best of British coach driving.

Renault FR1 GTX: at Southampton for the first time.

FACTFILE

THE 37th British Coach Rally, again sponsored by Sealink, will take place in Southampton over the weekend 20 and 21 April. The exhibition and rally will centre around Mayflower Park by the old Southampton docks. The times given for the various events below are correct at the time of printing, but may be subject to slight changes.

SATURDAY

The road run will be taking place throughout Saturday morning. There will be no organised start this year. The start will be staggered - operators setting off at different points along the route. The 37th rally road run will take the form of a treasure hunt, for operators and passengers. Some operators have sold it as an excursion and there will be prizes supplied by Sealink for winning passengers.

10 am The exhibition of vehicles and suppliers opens in Mayflower Park.

11.30 am Coach Driver of the Year heats start in the car park opposite the Post House Hotel in Mayflower Park.

2 pm Blue Helmets (the parachute team of the Royal Signals) drop in.

5 pm approx Close of the day.

SUNDAY

The Historic Vehicle Display will be open throughout on the grass triangle where the *Bus Business* Bus of the Year competition was held last year.

9 am Exhibition opens. Judging for the Concourse d'Elegance awards starts.

10 am Charity coach pulling event takes place.

11 am Thistle Pipe Band from Scotland will put on a marching band display.

Noon Judging for the Bus of the Year competition starts.

2 pm Final of the Coach Driver of the Year competition.

4.30 pm approx Presentation of awards for winning contestants and vehicles.

6 pm Close of the day.

There is still time to enter the road run treasure hunt, the Concourse d'Elegance and the Coach Driver of the Year competition. Entries are free for the first time this year. Contact organiser Barry Cooper on 0952 83644.

DARTLINE COACHES, HAVEN ROAD, EXETER

NO reply at first, but on the second attempt the telephone was answered quickly. Once the request was made, the operator enquired what type of people would be on the trip, where they wanted to go and what time of day they would be setting out and returning.

She suggested that there were numerous places to see in the area, but decided that the best thing would be to send a written quotation, together with any leaflets or brochures she had on places of interest. Some suggestion of National Trust properties was made.

She promised to put something in the post within a couple of days and stated that prices of coaches would depend on which area was chosen. Most of the drivers knew the area fairly well and might be able to point out places of interest.

It was stated that there would be no problem arranging a restaurant for an afternoon cream tea.

She did however point out that they were normally contacted by people who had a particular destination in mind, but she would give it some thought and send a quotation.

A friendly approach and in spite of the initial lack of comments or advice on the trip, this was the only operator who offered to supply a written quotation.

Staff Attitude

Product Knowledge

Professionalism

Sales Technique

NIGHTINGALE COACHES BUDLEIGH SALTERTON

TELEPHONE answered quickly in a very efficient manner.

This operator's product knowledge was excellent and numerous places were suggested. These included a coast run to Dawlish and Teignmouth with a stop at the huge Trago Mills indoor shopping centre, Cold Harbour Mill, the 'very attractive' Canonteign Falls, the Pottery at Honiton, Widecombe on the Moor, Torquay, Plymouth or Princetown, Torrington Glass Works, which includes a glass blowing demonstration, Minehead on the Atlantic coast, Dunster Castle, Totnes and Dartmouth to take a trip up the Dart on the ferry and Killerton House, a NT property.

He offered a 'good clean' 49-seater Volvo or Bedford X, Y or W registered coach. Afternoon tea could be booked and he suggested that if the party were taking a picnic lunch, this could be eaten on the coach if the weather was wet. Also if the day was poor for a scenic tour, the coach could be diverted to an alternative venue. The cost of most trips was between £75-£80.

An excellent run-down of local places of interest which would have given a wide choice to a group of prospective sightseers.

Staff Attitude

Product Knowledge

Professionalism

Sales Technique

FIVE coach operators in the Exeter area were asked for help in organising an afternoon trip for a group of about 30 people staying in Exeter and wanting to see places of interest in the locality.

If they enquired, they were told that the party were WI ladies, the trip would be in mid-April and on a Wednesday or Thursday.

They were asked for suggestions for venues, a possible guide for the trip and for afternoon tea to be arranged.

BOW BELLE OF DEVON MILL ST, CREDITON

A FRIENDLY telephone approach. Length of trip was considered and it was stated that prices would then vary according to mileage. However, as an approximate guide, a round trip of roughly 90 miles taking in Widecombe, Princetown and Tavistock would cost about £110. A round trip to Torbay, approximately 60 miles, would work out at about £98. He offered a 45-seater coach (1980-88 vintage) with reclining seats if required. He felt that the type of tour may well depend on the weather. He suggested Plymouth (about 90 miles) may be an alternative if the weather was not too good - an interesting city with the Barbican and the Hoe. A trip to Dartmoor was recommended as probably being 'the nicest if the weather was reasonable.' Afternoon tea may not be so easy in April as they would need to make sure restaurants were open. He suggested that two alternative trips could be planned, to be finalised on the day. He would then ring around restaurants to check availability.

This operator was the only one who seized the initiative and offered to transport the party from the initial point of departure, quoting a price then and there for a return trip.

Staff Attitude

Product Knowledge

Professionalism

Sales Technique

CHECK LINE

OPERATORS WERE JUDGED ON:

Length of time taken to answer the phone
Quality of the response and the impression left at the end
- attitude of person answering
- how helpful, friendly, efficient etc.
Product knowledge
- how many suggestions of venues or ideas for the trip were offered
Professionalism
- how well they approached the request, did they take the initiative?
- ask for information in a structured way?
- offer comments or advice on proposed trip?
Sales Technique
- whether name, address and phone number was requested for possible follow up or a written quotation offered?
- whether any attempt was made to 'close the deal?'
- whether any other incentives were offered?

KEY

Excellent

Very Good

Good

Fair

Poor

Watch out for more Check Line investigations in forthcoming issues of* Coachmart *as we discover how operators throughout the country measure up.

TEDBURN COACHES
TEDBURN ST MARY

THIS operator's attitude throughout was extremely friendly and he was full of helpful suggestions about places to visit. He mentioned Haytor which was very picturesque and also Widecombe. He knew of two 'very nice' cafes there, one of which was open all year round for a traditional Devon tea.

Torquay and the model village in Torbay was recommended. He also mentioned Babbacombe, Paignton, Brixham, Plymouth for the Hoe and shopping at the Barbican, or the moors - particularly pleasant on a nice day.

He asked approximate age of group and suggested they might want to 'meander a little' if the weather was nice and may even want to walk to the top of Haytor from where it was possible to see the Channel. They could then go on to Widecombe to have a look around the church, considered by some to be the 'Cathedral of the Moor.' He offered 'modern' coaches and would have his own driver give a commentary. He asked for time to consider costs etc, and subsequently quoted £80 for a 'first class coach and an experienced driver.'

Did mention that a booking was needed fairly soon as bookings were coming in every day and he wanted to ensure the day was a success.

Staff Attitude

Product Knowledge

Professionalism

Sales Technique

HOOKWAYS GREENSLADES TOURS LTD
PINHOE TRADING ESTATE, EXETER

TELEPHONE left ringing for some time, although it became obvious that this operator was on his own in the office and trying to answer other queries. Suggestions were made for an afternoon trip to Torquay, approximately 45 minutes drive, or to Dartmeet approximately one and a half hours' drive, recommended as being very popular with tourists. Cost would be £135 for either venue. But, a half day trip in the local area would cost £115.

When a request was made for a driver to do a commentary for the trip, this was the only operator who pointed out that it is against the law for a driver to use a microphone whilst driving. He did however state that the drivers knew the area well and could stop and point out places of interest. A 49-seater coach with reclining seats, tea and coffee could be provided and afternoon tea could be arranged. As soon as a decision was reached he would 'get a driver to come up with a tour.' Advice given regarding travelling times and driver commentary would have been useful.

Staff Attitude

Product Knowledge

Professionalism

Sales Technique

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COACH SALES
WDCS

Weekly report on law and the coach operator by Michael Jewell

LEGAL NEWS

● A NEW guide to maintaining commercial goods and passenger carrying vehicles in a roadworthy condition has been launched by Minister for Roads and Traffic Christopher Chope.

The guide contains comprehensive coverage of commercial vehicle maintenance and inspection procedures and seeks to ensure better understanding of the importance of effective vehicle maintenance and safety through good roadworthiness standards.

The guide will not only be helpful to new operators, it should also provide a benchmark for established operators for a system of maintenance for all commercial vehicles, large or small.

Mr Chope said: 'I strongly recommend this guide. It has been jointly prepared by the Government and industry to help those involved in operating and maintaining commercial vehicles to meet the high standards required for safety and operational efficiency.

'The traffic commissioners attach great importance to the roadworthiness of vehicles and the arrangements needed to keep them roadworthy. Maintenance systems which accord with the guide will be accepted by the traffic commissioners.

'I hope that this will lead to a reduction on both HGV and PSV related accident figures.'

'Guide to Maintaining Roadworthiness: Commercial Goods and Passenger Carrying Vehicles' has been produced by the Vehicle Inspectorate jointly with the Bus and Coach Council, Freight Transport Association and Road Haulage Association.

Priced £3, it is available through HMSO, good book shops and traffic area offices, the Vehicle Inspectorate Executive Agency, annual testing stations and road industry trade associations.

● THE Bus and Coach Council has been authorised by the Department of Transport to raise the prices of waybills and model control documents.

The new prices set out below include VAT at the new 17.5 percent rate.

Book of 25 waybills (inc. VAT) £10.11, single waybill (inc. VAT) £6.46, model control documents £4.30.

Clearways Coaches has licence suspended

THE ten-vehicle PSV licence held by Winston and Anthony Bedale, trading as Clearways Coaches, of Walsall, has been suspended by West Midland traffic commissioner John Mervyn Pugh.

In September 1990, the partners were banned from driving for six months, and ordered to pay fines and costs totalling £6,090, after admitting 14 specimen offences of using public service vehicles without insurance and one of failing to produce tachograph charts *(Coachmart,* October 4, 1990).

When the partners appeared at a Birmingham disciplinary inquiry, Mr Mervyn Pugh said that an immediate prohibition notice, endorsed neglect, had been imposed on one of their vehicles in November and three delayed prohibition notices had been imposed in December. They had been unable to produce any inspection records, defect reports or a maintenance contract to the vehicle examiner.

Denying that was so, Anthony Bedale said that they had started to use a defect report on the back of the drivers' daily worksheets. He was told that was good enough.

Maintenance was carried out by a commercial garage and the vehicles were inspected every four weeks.

In reply to the commissioner, Mr Bedale said that their office was 32 Station Road. Their operating centre had been at the rear of J & S motors. However, they had suffered a lot of harassment from the landlord, who scattered nails in the yard and put timber down to stop them getting on. They were only running two vehicles at the moment and they were parking them off the road in Queen Street. They intended taking on a unit as an operating centre.

Mr Mervyn Pugh said that under the provisions of the 1981 Act, the partners could not have a licence if they did not have an operating centre.

Commissioner concerned that company had not paid fines.

Mr Bedale said they had not got an operating centre at the moment as they knew they had to appear before the commissioner. They had been searching for new premises and they had now found some.

They could get an operating centre tomorrow, but he had not wanted to sign a lease, and commit themselves financially, until he knew whether they still had a licence.

Questioned about the convictions, Mr Bedale said he still maintained that they were not guilty. There had been a breakdown of communication with their insurers. Nobody informed them that they were not insured and he felt that they had been hard done by.

After Mr Mervyn Pugh had said that the partners had not appealed, Mr Bedale said they were never told that they had a right of appeal.

Questioned further, Mr Bedale said the fines were being paid off. They had totalled over £6,000 and they had not had that amount of money, as they had lost £138,000 worth of work from the local council due to the adverse publicity.

He felt that Clearways Coaches was a very good company and that it could all be put right.

Suspending the licence, Mr Mervyn Pugh said the partners had no operating centre and he was also deeply concerned about their financial standing, as the fines had not been paid.

The fines should have been paid within 28 days. Any penalty imposed by a court was not a commercial transaction, and if time was asked for payment, it was an indication of the fact there was not sufficient money to meet the fines straight away and that had implications on financial standing.

He would be prepared to consider lifting the suspension as and when an application was made for a new operating centre, and at that stage he would call in a financial assessor from the DTp to advise him about the firm's financial situation.

He would also have to look very carefully at the proposed maintenance system.

No action taken against Claribel

NO disciplinary action was taken against Claribel (Coaches) Ltd when the company appeared before West Midlands traffic commissioner Mr John Mervyn Pugh.

The company, of Tile Cross, Birmingham, holds a PSV operator's licence authorising the operation of 12 single deckers and two minibuses. It initially appeared before the commissioner in February following the issue of a number of vehicle prohibition notices and Mr Mervyn Pugh adjourned consideration while those of Claribel's vehicles which had not been tested in January went through a further MoT test.

When the hearing was resumed, director David ▶

Weekly report on law and the coach operator by Michael Jewell

◀ Watkiss said that all the vehicles had passed the test, there just being a problem with the last one, which had a problem with a windscreen wiper. All the company's drivers had had letters, outlining their responsibilities, which they had signed, and there had been no difficulties over introducing a nil daily defect reporting system.

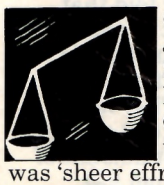
The inspection period was now four weeks, irrespective of mileage.

After Mr Mervyn Pugh had said that it meant that all the company's fleet had been tested in January, February and March, Mr Watkiss said that he was pleased that everyone had pulled their weight. What had happened had shaken up the company's staff.

Taking no action, apart from formally warning the company about its future conduct, Mr Mervyn Pugh said he was pleased that Mr Watkiss had taken the advice given to him in February.

The company was now starting from a firm baseline and he did not believe that it would appear before him again.

Shamrock appeal is thrown out



CLAYTON Jones' Shamrock Private Hire (Newport) Ltd was told that it was 'sheer effrontery' to appeal against a £1,500 fine imposed for failing to maintain the brakes of a single decker bus involved in a crash in Ynyshir in 1988, when it appeared at Merthyr Crown Court.

The company's appeal against the fine imposed by Pontypridd magistrates in January was dismissed by Judge Graham Jones, who ordered Shamrock to pay £170 towards the prosecution's appeal costs.

The court was told that the incident left nine people injured, one of whom is paralysed from the neck down.

The single decker had taken children to school on the day in question, before picking up passengers for a supermarket trip.

When the bus returned to the Rhondda, it crashed into a stationary minibus on a steep hill, pushing it over 100 feet and forcing it to collide with a lamp-post and a house.

The bus then carried on out of control, hitting a goods vehicle and virtually demolishing Ynyshir town library.

For Shamrock, Neil Bidder said the vehicle was only 30 months old at the time, and it had passed its annual MoT test some two months prior to the accident.

The driver, who received a four month prison sentence and was banned from driving for a year for reckless driving, *(Coachmart,* July 19, 1990) should have reported the fact that he was having trouble with the brakes straight away.

Crash: runaway Shamrock bus collided with this minibus.

Judge Jones said that brake failure had been blamed for the accident.

It had been found by an expert vehicle examiner that the rear brakes were ineffective.

What occurred could only be described as a horrific series of road accidents in the main road at Ynyshir.

Argyle told to pay driver compensation

ARGYLE Coaches Ltd of Greenock has been ordered to pay a driver £546 compensation for unfair dismissal, by a Glasgow Industrial Tribunal.

The company, which operates 18 vehicles, maintained it had sacked John Shanks, whom it had employed since August 1988, for ignoring warnings about his job performance.

Argyle's managing director, a Mr Kean, said that Mr Shanks was a good worker, but a rough driver, careless with the vehicles.

He also claimed that Mr Shanks had missed out parts of a local service run, between Greenock and Skelmorlie, on which he was engaged, putting the company's PSV operator's licence at risk.

On several occasions Mr

The tribunal preferred the evidence of Mr Shanks and other witnesses.

Shanks failed to go as far as the last stop and there had been complaints about the failure of the bus to arrive.

Mr Shanks, and other drivers called to give evidence, said that Mr Kean often emphasised the importance of obtaining passengers on the route to the extent that, where necessary, they should deviate from it in order to arrive at a particular bus stop before their competitor, otherwise the route would not be profitable.

Mr Kean denied that that was so, but the tribunal said it preferred the evidence of Mr Shanks and the other witnesses.

It was also claimed that Mr Shanks drove recklessly, and that the company had received complaints from passengers, said the tribunal.

Mr Shanks had denied that such complaints had been mentioned to him, and there were no written complaints before the tribunal.

The tribunal accepted evidence that Mr Shanks had failed to report

Tribunal was not satisfied that driver was at fault on the occasion that led to his dismissal.

defects and also accepted that buses driven by Mr Shanks were more often in the garage for repairs.

It was said that on one occasion Mr ▶

Weekly report on law and the coach operator by Michael Jewell

◀ Shanks had been seen driving a bus with steam and water coming out of its engine. The company subsequently incurred considerable expenditure in replacing the engine.

Mr Kean said Mr Shanks had been given a written warning on March 23, 1990, for failing to report defects, missing out part of the service, leaving his bus unattended with the engine running, and failing to stop on request. Mr Shanks denied ever having that letter, and Mr Kean admitted that the letter was not discussed with Mr Shanks. There was no acknowledgement by Mr Shanks on the letter, said the tribunal.

Mr Shanks denied leaving his bus with the engine running at any time, and said that he had missed a stop out on the service because it would have caused a traffic danger if he had stopped.

The tribunal said that the day before Mr Shanks was dismissed, his bus broke down. When the engine and gearbox was stripped down, extensive damage was found which would cost a lot of money to repair.

The next day, Mr Kean told Mr Shanks of the mechanic's findings. He told him that he could not afford to keep him and that he would have to let him go. Mr Shanks understood that to mean that he was being dismissed and said that he would get another job. He had no opportunity to discuss the matter or to state his case.

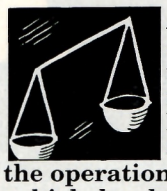
The tribunal said it was not entirely satisfied that Mr Kean had good grounds for believing that Mr Shanks had caused extensive damage to the vehicle. The evidence was that the vehicles were not new ones and it was not satisfied that the evidence showed that Mr Shanks was at fault on the occasion that led to his dismissal.

There had been no written complaints from the public about Mr Shanks driving produced, and the tribunal believed him when he said that nothing had been said to him about it. It was satisfied that Mr Shanks did not receive the written warning, which he was issued six months before he was dismissed, and in any case it made no mention of damage to vehicles. No warnings had been given to Mr Shanks following any previous incidents with his vehicle.

A number of complaints had been alleged against Mr Shanks. However, he was clearly dismissed because of damage to the engine of his vehicle. The tribunal was not satisfied that that could be laid at his door. Had Mr Shanks been given an opportunity to state his case, he might not have been dismissed. Consequently, the tribunal was not satisfied that the company had acted reasonably.

Assessing the contributory fault at 20 percent, the tribunal said that Mr Shanks had not submitted a defect report. Had he done so, it might have saved the engine of his vehicle from the major damage that came to pass.

International licence application is refused



AN application for a new international licence authorising the operation of one vehicle has been turned down.

The international application, by James Johnson, trading as Johnsons, of Wyke, Bradford, was rejected at a Leeds public inquiry by North Eastern traffic commissioner Frederick Whalley.

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LZ/27/91

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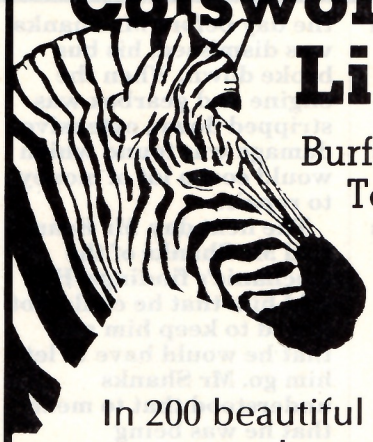

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SUMMER LATE OPENING – RING FOR DETAILS

Kent attractions launch surprise ATAC!

ATAC - the Association of Tourist Attractions in Kent - has launched its first county-wide leaflet.

The leaflet, 'Places To Visit 1991' had a print run of 900,000 and features more than 40 attractions throughout Kent and a touring map of the county.

As well as attractions, hotels, libraries and tourist information centres throughout South East England, the leaflet is being distributed to 450,000 households in Kent.

More than five million visitors are expected to pass through the gates of the 42 attractions this year. The leaflet is planned to make it easy to organise a day out with a choice of castles, gardens, vineyards, zoos, museums, heritage centres, railways and waterways.

Representatives of some of the many attractions featured in the ATAK leaflet, line up to celebrate its launch.

More details from: Sue Hudson, ATAK, The Historic Dockyard, Chatham, Kent ME4 4TE. Tel: 0634 812551.

National Trust opens its doors for the new season

Opening the door at Knole in Kent to welcome visitors for the new season, are National Trust Travel Trade and Exhibitions manager, Rosemary Lightbody (right) and her assistant Sally Kruger.

Further information on all properties open to coach parties is contained in the National Trust's Tour Operators' Guide, available free from: The National Trust Travel Trade Office, 36 Queen Anne's Gate, London SW1H 9AS.

Hotel holds VAT increases

Periquito Hotels, which operates five town centre hotels in Kettering, Oldham, Tunbridge Wells, Barnsley and Derby, has announced it will hold its advertised weekend and group rates until the end of the year, despite the Budget increase in VAT from 15% to 17.5%.

Said sales and marketing director, Pamela Carvell: 'We have decided to act quickly and keep our leisure and group business prices stable. As a company we will incur the additional VAT increase.'

More details from: Pamela Carvell, Periquito Hotels, tel 0932 570010.

Big deals are struck at successful STF

Deals worth more than £500,000 were struck at Scotland's two-day Travel Fair, which closed its doors last month at the Ingliston Conference Centre in Edinburgh.

And next year's Fair will be held at the Scottish Exhibition and Conference Centre in Glasgow on April 9-10.

According to Scottish Tourist Board chairman Ian Grant: 'There is no doubt that Scotland's Travel Fair attracts people who want to do business. We are already aware of deals transacted here worth more than £500,000 and many more will be confirmed in the coming weeks.

'In particular, I am encouraged that those people who have presented their products and services in a professional manner at STF are reaping the benefits. The European market is particularly strong and the North American market will, I believe, stage a dramatic recovery this year and next.'

More details from: Scottish Tourist Board, 23 Ravelston Terrace, Edinburgh EH4 3EU. Tel: 031 332 2433.

French kisses for coach operators

Coach operators are the specific target of the French Hoteliers Association workshop at the Kelvin Park Lorne hotel in Glasgow on April 18.

Exhibitors include a cross-section of hoteliers, ferry companies and attractions, all of whom are looking to clinch contracts with the industry.

The workshops are particularly sympathetic to the coach operator's needs and France, which is well geared-up for 1992's free market, is expecting to generate considerable mutual revenue by forging closer links with coach operators.

According to Ernie McAvoy, chairman of the FHA: 'Coach operators cannot afford to miss this golden opportunity. April 18 will see leading companies gathered together under one roof, hungry for business. Visitors will not be disappointed.

A second workshop, also aimed at coach operators, will be held at the Holiday Inn, Bristol on May 15.

More information from: TWT Associates, 110 Gloucester Avenue, London NW1 8JA. Tel: 071 483

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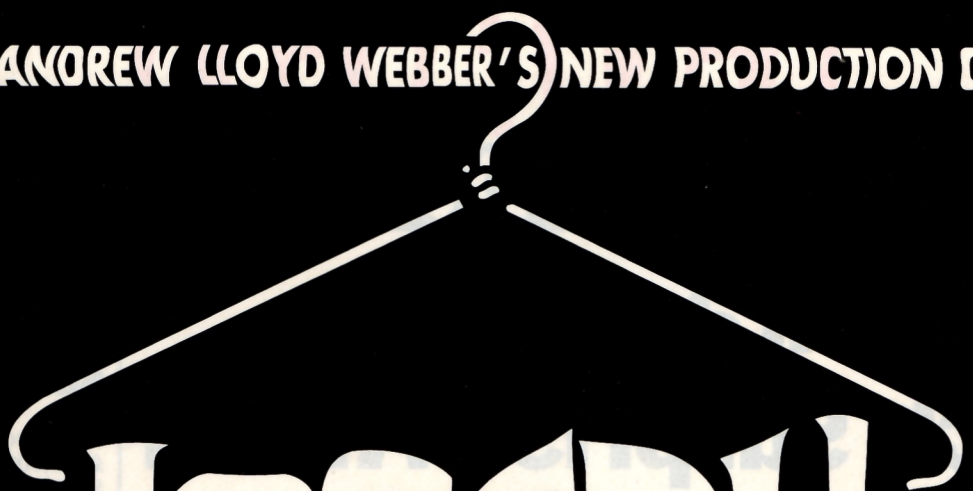

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Royal Circle £25.00, £21.00 Upper Circle £12.50, £8.50

New colour guides on offer from Bradford

Three new, full colour, guides based on Bradford's valleys - Airedale, Wharfedale and the Worth Valley, will be launched at MOOT '91.

Together with the Bradford City Centre leaflet, launched at last year's World Travel Market, they provide more information on the very different areas of Britain's most surprising district.

According to Maria Glot, Bradford's tourism officer: 'The Airedale leaflet now covers Saltaire and all its attractions, including the 1853 Hockney Gallery and the antique Reed Organ and Harmonium Museum, but also includes Esholt, setting for 'Emmerdale Farm', Shipley and the World and Sooty and Shipley Glen and the Moors, all of which are within a few minutes' drive of Saltaire.

'We've also been able to include more information about shopping, eating out, sports facilities and the beautiful countryside and walks in each area so people can really make the most of a visit to Bradford.'

Asian shopping for fabrics, exotic jewellery, scarves, spices and cooking equipment is also on offer - without leaving England!

Shops, cultural events, restaurants and the rich heritage of the Asian sub-continent are all highlighted in the latest edition of Bradford's award-winning 'Flavours of Asia' leaflet.

Trade visitors to the stand - 21 - will also be able to take part in a competition to win the 'Flavours of Asia' weekend break and a basketful of Asian goodies.

Five Bradford hotels are also offering free weekend breaks, and there are millshop products, free tickets for IMAX, Britain's biggest cinema screen, and Sooty and Sweep glove puppets to be won.

More details from: Maria Glot, tourism officer, Bradford Enterprise Service, City Hall, Bradford. Tel: 0274 753787.

Cheshire aims for double top!

After its success in winning the 'Best Stand' award at last year's MOOT, Cheshire Tourism is pulling out all the stops to repeat its victory.

Its stand this year will feature a display to celebrate the Festival of Gardening, which runs from May to July.

The South Cheshire Festival draws on the proud record of the towns and villages in the county which have dominated the Britain in Bloom competition.

Many private gardens will be specially opened to the public, while a full calendar of demonstrations and displays, walks and talks is available at MOOT.

Also being launched at MOOT is Cheshire Tourism's new Cheese Trail, which invites visitors to sample Cheshire's best dairies markets, delicatessens and restaurants. The 'Cheese Story' is a history book, recipe book and touring guide all in one!

Cheshire Tourism is on stand 12.

Free air travel prize up for grabs

There's a fabulous chance to win a trip to Milan, Copenhagen, Stockholm ... or even Newcastle at MOOT '91.

Birmingham Convention and Visitor Bureau is hosting a party night for visitors and exhibitors at MOOT.

And the highlight of the evening will be the first-ever BCVB Travel Trade Karaoke competition. Sponsored by Birminghan European Airways, the first prize is two return air tickets to any BEA destination. Runner-up prize is a Warm Hearted weekend in Birmingham.

The party is being held at the Institute night club in Digbeth, Birmingham on Wednesday, April 17 from 9pm.

Tickets can be collected from the Birmingham stand in the central refreshment area at MOOT.

MOOT '91 team lines up for the start of the big show

Looking forward to the start of the big show is the MOOT '91 team which has spent months of hard work getting everything ready for the big day.

Front row from left: Sheila Hughes, Eleanor Muirhead and Christine Pott. Back row from left: Emma Lawson, John Blake and Kirsty Luckman.

Travel to the show in sweet comfort!

Visitors to MOOT '91 will be able to travel from Birmingham International station in sweet comfort to the show in Hall 6 ..... thanks to the generosity of Cadbury World.

The top visitor attraction and famous chocolate makers will be inviting buyers to travel in a Strollers Bus, an old-fashioned double decker, which will run according to the BR timetable.

Cadbury World is on stand 303 at MOOT.

ETB regions in the spotlight

England's regions will be taking time out during MOOT '91 to show off an aspect of their area to show buyers and exhibitors.

A series of 15-minute presentations will run at intervals, in the centre of the exhibitions, during the two days of MOOT.

The presentations will include poetry readings in costume from Cumbria, while Northumbria will be promoting Durham Cricket Ground's new test status.

Entertainment will be the theme of the North West's and London's slots, with the Beatles making an appearance for the North West and Spitting Image puppets putting on a show for London.

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Choose a Poole group package at MOOT '91

Poole Tourism is launching its new package brochure, 'Groups to Poole', at stand 242 at MOOT '91.

The brochure offers group organisers the opportunity to book day tours, short breaks and holidays direct with Poole Tourism, saving time, money and the need to negotiate with individual establishments.

The publication is simple to use - choose a package, complete the booking form and Poole will do the rest.

'Putting a package together, whether it's for a day trip or accommodation-based, is a daunting task, particularly if you aren't familiar with the area or don't know how long to spend at a particular attraction,' says Jane Sydenham, Poole's group travel manager.

'We'll take all the worry out of organising a programme. We're even doing it for well-known coach operators.'

'We know our product well and have worked hard with accommodation and attractions to achieve the right balance. We also feel that Poole is very much undervalued as a diverse, quality destination. It's not just a town with Poole Pottery and Compton Acres.'

More details from: Jane Sydenham, Poole Tourism, The Quay, Poole, Dorset BH15 1HE. Tel: 0202 686290.

Win a free weekend for two

Ian Mounser, Goldenrail and Libby Manners, Great British Cities, are offering travel agents at MOOT '91 the chance to win a Goldenrail weekend for two, at a Great British Cities destination of their choice, by guessing the cumulative mileage between the cities.

To enter, would-be contestants must visit the Great British Cities stand -100.

Goldenrail is the only UK tour operator to feature all twelve Great British Cities - Dundee, Glasgow, Bradford, Leeds, Manchester, Stoke-on-Trent, Swansea, Cardiff, Coventry, Plymouth, Portsmouth and Nottingham.

More details from Goldenrail: 5th Floor, Ryedale Building, 60 Piccadilly, York YO1 1NX. Tel: 0904 638973/642751.

Compass points the way

Special information packs aimed at small coach companies and containing ideas for day tours and routes for linking their seven out-of-London hotels, will be available on the Compass and Andrew Weir Hotels stand - 116 - at MOOT.

The company reckons that their tourist guests prefer to stay for a few nights, rather than living out of a suitcase, and is providing three or four day trip ideas for each of the hotels.

The company's short break programme this year includes a number of special interest weekends: clay pigeon shooting, antiques, bridge and wine tasting.

More details from the stand or Gordon Lisney, marketing services manager, on 071 626 1289.

MOOT debut for cruise operator

Making its MOOT debut is top Yorkshire river cruise operator, White Rose Line.

Run by husband and wife team, John and Denise Howard, the company runs cruises for groups throughout the year, day or night, with or without meals.

A special tour operator's brochure, detailing a range of commissionable cruise packages, has been produced for the show and Denise and bookings manager, Janet Lee, will be available to answer queries, quote prices and take bookings.

White Rose Line has three, large, modern double-deck boats with a total capacity for nearly 500 people.

Facilities on each boat include hot and cold food, jazz bands, discos, drinks receptions and well-trained and friendly crew and skipper.

Coach drivers and couriers can cruise free. All boats leave from city-centre moorings at King's Staith, within two minutes walk of no fewer than seven museums, including the Jorvik Viking Centre.

White Rose Line is on stand 35.

More information from: White Rose Line, Foss Basin, St George's Field, York YO1 4AA. Tel: 0904 430313.

New guide from London Docklands

A new illustrated guide, 'London Docklands from the River Thames', is being launched at MOOT by the London Docklands Development Corporation.

Aimed mainly at River Thames pleasure boat operators, the new leaflet is intended to help crews update their tour commentaries on the rapidly changing riverscape in London Docklands.

The guide lists 33 riverside landmarks lining the 10.5 mile stretch between London Bridge and Gallion's Reach. Places of interest range from historic pubs and warehouses, to futuristic residential developments, museums and shopping arcades.

Copies of the guide will be available from stand 226. Also available will be the London Docklands Trade Pack which gives comprehensive details of hotels in the area catering for group bookings, restaurants, pubs and places of interest. The pack also contains a sheet of suggested half-day and full-day itineraries, as well as details of the organised tours runs by the Corporation.

More details from: LDDC, Thames Quay, 191 Marsh Wall, London E14 9TJ. Tel: 071 512 3000/0444.

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In 1991 Sealink Stena Line are introducing a premier new route between Southampton and Cherbourg.

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The service starts on 28th June and will be operated by the Stena Normandy — which features an extensive range of cabin accommodation (all with en-suite facilities), restaurants (both a la carte and free-flow), the Terrace Bar (with disco and live entertainment), two cinemas, two children's playrooms and tax- and duty-free shops.

As a special introductory offer, the first 100 coaches to book and travel on the route will be able to claim a 50% refund on the fare (excluding cabin, meals, etc) which will be redeemable against a future Sealink crossing.

AND ... between 21.10.91 & 31.03.92 we are offering an up to 60 hour excursion fare of £18 including a restchair each way on this new Sealink Stena Line route.

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Coach of the Year 1990

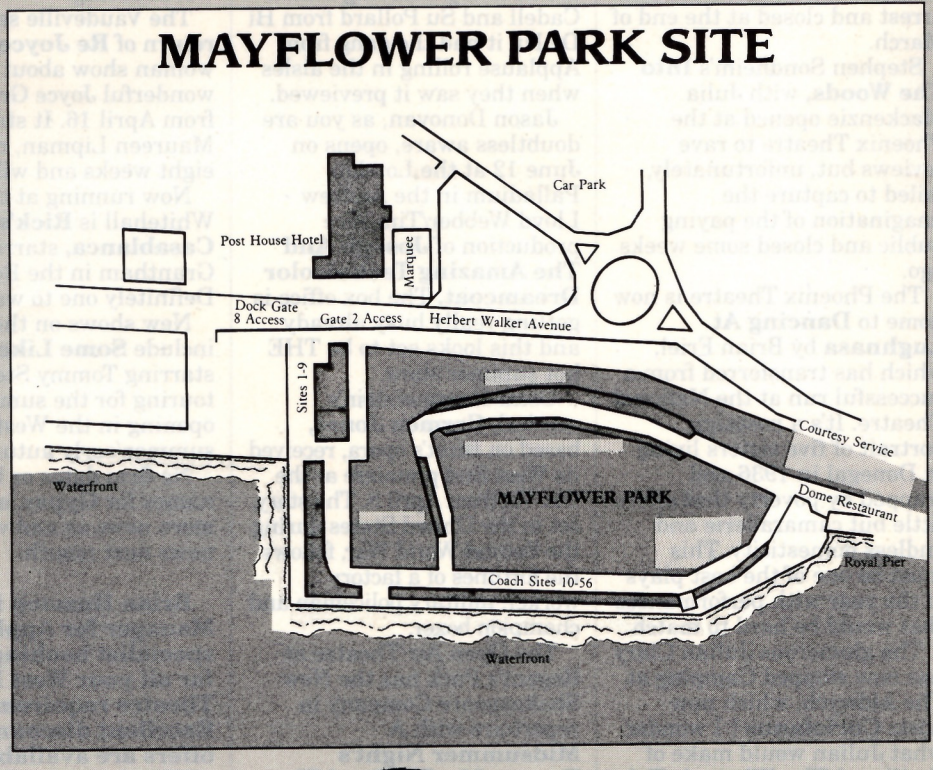
SEALINK STENA LINE

SEALINK STENA LINE

37th BRITISH COACH RALLY

20-21 April 1991
Southampton

The 3rd Sealink-sponsored British Coach Rally will take place over the weekend of 20th and 21st April this year. The venue will again be at Mayflower Park, Southampton and together with the Sealink hospitality tent, manufacturers and coach operators will also be exhibiting.



LINE 0800 282251 FAX: 0233 646024

The West End buzzes with theatre activity

by Brian Huxstep

As usual the West End's a-buzz with activity, with openings and closings happening all over the place - not all of them I would agree with. What is wrong with these critics?

Children Of Eden closed on April 6 after valiant efforts to keep it running. Everyone that I know who took a group or even went individually, raved about it, without exception. But .... ours is not to question!

From May 13 at the Prince Edward, for 12 nights only (though I'm reliably informed this may be extended) is **The Music of Andrew Lloyd Webber with Sarah Brightman.** This had rave reviews at the Palladium last year, and when it played all the way across the States.

Map of the Heart, by William Nicholson with Patrick Malahide and Sinead Cusack, opened to favourable notices but still had a cardiac arrest and closed at the end of March.

Stephen Sondheim's **Into The Woods,** with Julia Mackenzie opened at the Phoenix Theatre to rave reviews but, unfortunately, failed to capture the imagination of the paying public and closed some weeks ago.

The Phoenix Theatre is now home to **Dancing At Lughnasa** by Brian Friel, which has transferred from a successful run at the National Theatre. It's a nostalgic portrait of five sisters living in Donegal in 1936 and trapped by poverty that offers little but camaraderie and endless domesticity. This must be one of the best plays of the year with performances that would be hard to match.

The glamorous Julian Clary has now stopped Camping at The Aldwych, which now hosts **Coriolanus** (I wonder what Julian would make of that!) and **The Winter's Tale** by the English Shakespeare Company until May 11.

This will be followed by **Tango Argentina** for 35 performances (including Sunday matinees) starting May 22. Tango Argentina broke all box office records in Paris and New York and apparently led to 'Tangomania' in cities from Los Angeles to Munich. This looks really exciting, each of the dancers, singers and musicians is a star in their own right and has a unique style of performing a tango.

My Lovely...Shayna Maydel by Barbara Lebow, opened at The Ambassadors Theatre on April 2. I haven't seen it yet, but it stars Anita Dobson, a name soap followers will doubtless recognise! and Peter O'Brien. A harrowing family drama.

At the Apollo Shaftesbury Avenue is **Don't Dress For Dinner,** a new comedy from Mark Camoletti, about mistaken identity and attempted adultery. Starring Simon Cadell and Su Pollard from Hi De Hi, it had the gang from Applause rolling in the aisles when they saw it previewed.

Jason Donovan, as you are doubtless aware, opens on June 12 at the London Palladium in the Andrew Lloyd Webber/Tim Rice production of **Joseph And The Amazing Technicolor Dreamcoat.** The box office is getting really busy already and this looks set to be THE hot summer show.

Oscar Hammerstein's musical, **Carmen Jones,** based on Bizet's opera, received its West End premiere at the Old Vic from April 8. The story, set in the United States during the Second World War, follows the fortunes of a factory worker, military policeman and champion boxer.

The Open Air Theatre at Regent's Park has the New Shakespeare Company in repertoire with **A Midsummer Night's Dream, Macbeth** and **The Boys From Syracuse** for May, June and July.

At the Queen's Theatre from April 16 is **Matador** - the long-awaited musical about the rise of El Nino - the boy from nowhere to the wealth and success as the greatest matador in Spain. Stefanie (Hart to Hart) Powers stars in her first West End musical with Nicky Henson and John Barrowman.

Ray Cooney's latest farce - **Out Of Order** - will tour around the country for 12 weeks from September with the original cast including Donald Sinden, Brian Murphy and Wanda Ventham.

At the Shaftesbury, until the end of May, Peter O'Toole will once again be re-enacting **Jeffrey Bernard Is Unwell.**

Speaking of first-night tickets, I was privileged to attend the opening performance of **Kit And The Widow - Lavishly Mounted** at the Vaudeville Theatre, and what a laff. Although it's on a very short run, it's well worth seeing.

The Vaudeville sees a return of **Re Joyce,** the one-woman show about the wonderful Joyce Grenfell, from April 16. It stars Maureen Lipman, runs for eight weeks and will sell out.

Now running at the Whitehall is **Rick's Bar - Casablanca,** starring Leslie Grantham in the Bogart role. Definitely one to watch!

New shows on the horizon include **Some Like It Hot,** starring Tommy Steele, touring for the summer before opening in the West End late summer/early autumn.

No firm dates or big juicy names for **Gypsy,** as yet, but more news as and when. More news next month.

Brian Huxstep is Sales Manager for Applause, the specialist booking agency for all your West End Theatre requirements. Excellent discounts and offers are available on many shows in the West End. Please call on 071-831 2771.

THEATRE UPDATE

ALDWYCH - Tango Argentina, from May 22 for 35 performances
ADELPHI - Me And My Girl, Karl Howman and Louise English
ALBERY - Blood Brothers
AMBASSADOR'S - My Lovely ...Shayna Maydel, Anita Dobson
APOLLO - Don't Dress For Dinner, Simon Cadell and Su Pollard
APOLLO VICTORIA - Starlight Express
CAMBRIDGE - Return To The Forbidden Planet
DUKE OF YORK'S - Willy Russell's Shirley Valentine
FORTUNE - The Woman In Black
GARRICK - The Rehearsal, Nicola Paget
HAYMARKET - Silly Cow, Dawn French
HER MAJESTY'S - Phantom Of The Opera
LONDON PALLADIUM - Showboat, to May 18, Joesph And His Amazing Technicolor Dreamcoat
NEW LONDON - Cats
OLD VIC - Carmen Jones
PALACE - Les Miserables
PHOENIX - Dancing At Lughnasa
PICCADILLY - The Rocky Horror Show
PLAYHOUSE - Twelfth Night/Rose Tattoo
PRINCE OF WALES - Aspects Of Love
QUEENS - Matador, Stefanie Powers, Nicky Henson, John Barrowman
SHAFTESBURY - Jeffrey Bernard Is Unwell, Peter O'Toole
ST MARTIN'S - The Mousetrap, now in its 37th year.
THEATRE ROYAL - Miss Saigon
VAUDEVILLE - Kit And The Widow - Lavishly Mounted
VICTORIA PALACE - Buddy
WHITEHALL - Rick's Bar - Casablanca, Leslie Grantham
WYNDHAMS - What The Butler Saw, Sheila Gish, Clive Francis, Joseph Maher.

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Dept. of CGRM,
MoD Old Admiralty Building,
Whitehall, London SW1.
Tel 071 218 3955 *(from 2 April)*

or
Premier Box Office Limited,
1b Bridge Street, *(opposite Big Ben)*,
London SW1.
Tel. 071 839 6815 or 071 240 2245
(from 1st May)

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★ Cream teas, lunches and dinner ★
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2 minutes from Exit 28 of M5.
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YE OLDE CHESHIRE CHEESE INN
CASTLETON (BLUEJOHN)
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BARGAIN BUS
1987 (D)
KASSBOHRER SETRA 215 HRI
49 seats, toilet, video.
£52,500 + VAT
Tel. Phillip Groom
071 638 5700
(18093/BB)

BARGAIN BUS
FORD TRANSIT PACEMAKER 1983 (A)
16 high back seats, petrol, automatic, taxed, PSV Nov '91.
£2,500 + VAT
Tel. Romford 0708 725162
(18002/BB)

BARGAIN BUS
BEDFORD YMT PLAXTON
1977, 53 seater, reconditioned fuel pump, MoT Sept '91.
£3,500 ono + VAT Offers
Terms possible
Tel. (Southampton) 0703 864976
(18092/BB)

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1973 LEYLAND PLAXTON
53 seats, S/A, PAS, PD, Mark V front, Bristol dome, taxed & tested.
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DOUBLE DECKERS
8 Gardner Fleetline, 75 seats, with tests, and 6 with no tests. 2 Leyland similar.
From £3,000-£1,000 + VAT
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53 seats, Alexandre Y-type body, manual gearbox, taxed & MoT'd.
£2,750. NO VAT
Tel. 0698 351830
(18190/BB)

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STEEDRIVE LTD
Ford Transit 190
High roof, 15 seat minibus with tailift and accommodation for 3 wheelchairs. Petrol engine. C.I.F. Unregistered. Price on application. Or same detail without wheelchair accommodation.
Enquiries to Alan or Cath.
Tel: – (0625) 616752
(18207/BB)

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49 reclining seats, toilet and drink cabinet.
1983 DAF
53-seater.
Price on application.
Tel. 0285 720752/3 or 0285 653882 evenings
(18007/BB)

BARGAIN BUS

MERCEDES 508D
A Reg, 19 seater, tested Sept '91, radio/tape, very good condition.
£8,000 ono
Tel. (0543) 377977
(18063/BB)

BARGAIN BUS

1984 LEYLAND ROYAL TIGER
Plaxton 3500. MoT March 92. 49 exec seats + courier. Full drawn curtains, driver's bunk, Eberspacher heater, hot drinks, radio, cassette, video. All working. Will not need painting. Removeable letters.
£36,000 + VAT.
Tel: 029 923264
(17938/BB)

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COACHMART SUBSCRIPTION STILL ONLY £45

BARGAIN BUS

F REG MERCEDES ENSIGN CHARISMA
52 seats (inc drv), recliners, PSV'd, toilet, drinks, sleeper compt, radio/cass/PA, air cond, MoT.
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Tel. (0285) 720752/3 or (0285) 653882 (evenings)
(18008/BB)

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SPECIAL OFFER
Tail pipe to fit 11 or 12m ...
... only £45
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Ring us first
(0895) 674422 or 081 866 8900
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(17916/AE)

BEDFORD

1975 BEDFORD YMT PLAXTON
53-seater, one owner, long test, never raced or rallied, good all-round condition.
£3,500 + VAT
ALSO BREAKING sister vehicle with body damage, only rallied once, all parts available.
Tel. 071-251 8909 (24 hrs)
(18191/BED)

1984 BEDFORD YNT Duple Laser
53-seater, radio/PA/cassette, limiter fitted, private plates, MoT April 1992.
£23,500
1978 BEDFORD YLQ Duple Dominant
45-seater, power door, MoT January 1992.
£5,250
1984 VOLVO B10M Duple Caribbean
49 seats, toilet, TV, video etc. Jason drinks machine, private plate. MoT November 1992.
£39,850 + VAT
GAVIN MURRAY COACHES
0744 22882
(18095/BE)

BEDFORD

1984 (A) BEDFORD YNT PLAXTON PARAMOUNT
49 E-type seats plus courier, tinted windows, carpets/curtains, power door, exhaust, brake, deep red interior, white exterior, good condition, **£20,750 ono + VAT.**

1979 (V) BEDFORD YMT PLAXTON SUPREME IV EXPRESS
53 seats, power doors, Mk V rear, red stripe interior, white exterior, good condition, long test, **£7,950 ono + VAT.**
Full inspection facilities available
Tel. 0530 32399/36128
(1970/BE)

1983 BEDFORD PARAMOUNT, new MoT, 53 seats, new gearbox, orange and brown seats, immaculate interior, radio/PA, destination blind, Express doors, **£19,500 ono + VAT. Tel. 0572 812312/812220.** (18005/BE)

1977 YMT DOMINANT II, breaking for spares, most available parts including nice seats. **Tel. 0536 202217/202660 (Corby).** (17985/BE)

CHOICE OF TWO 1984 BEDFORD YNT DUPLE
53 seats, tested Feb '92 and Dec '91. Good all-round condition.
£15,500 ovno + VAT each
P/X considered.
Tel: 071-935 4091
(18151/BED)

1987 (E) Bedford YMP500 turbo Plaxton Paramount 3200, 35 seater, radio/pa, power door, centre carpet and curtains, Bostrom driver's seat, excellent condition. **£37,850 + VAT. Andrew Vale (West Midlands). Tel. 0564 772278.** (18213/BE)

1978 (S) YMT 500 SUPREME III
Side lockers, MoT March 1992, taxed Sept 1991, vgc.
£4,250 ovno + VAT
ALINE COACHES
(091) 469 9763
(18000/BED)

BRISTOL

1983 (Y) Bristol LHS Plaxton Supreme V, 33 E-type seats, power door, Bristol dome, tinted windows, full draw curtains, side locker, radio/PA/tape, MoT Dec '91, **£15,000 + VAT ovno. Part ex considered. Tel. (0387) 710357 John Macewan.** (18220)

PMT ENGINEERING

BRISTOL LH 43 SEATER COACH
First registered 1977, tested August 1991.
£4,500
Contact Douglas Hems (0933) 623871 or Helen Bailey 0782 744744
(17930/BR)

BOVA

1983 BOVA EUROPA II, 48 recliners and 5 fixed, demountable centre toilet, power door, radio, pa, TV, excellent condition, MoT Nov '91. **£19,500 ono + VAT. Tel. 0278 683280.** (18014/BO)

1986 BOVA FUTURA
49/53 seater, demountable toilet, coffee machine, TV, video, 12 months MoT
£57,000 ono + VAT
Tel. 0626 66580
(18011/BO)

DAF

1984 DAF BOVA EUROPA 1.
52 seat + 1 courier, full exec, TV/video, toilet, drinks machine, Webasto heater, 1 full year's test. **£29,950 + VAT.**
1982 DAF BOVA EUROPA 1
TV/video, drinks machine, Webasto heater, 1 full year MoT certificate. Private plates.
£22,500 + VAT.
TEL. 071 935 4091
(18071/DAF)

SOUTHEND TRANSPORT LTD
Bus & Coach Sales
1985 B REG DAF MB200 DUPLE LASERS
57 seats, choice of two.
MoT June July 1991.
£29,500 + VAT each
Tel. Peter Levett on (0702) 355724
18200 DAF

DAF

2 LAG/DAF

Running gear rear mounted 11.6 litre engines. Interior immaculate, mainly used on tours. Both 49 seats. Double glazed, Webasto, sunken toilet, tea/coffee making facilities, stereo video system, two monitors, driver's bunk room with crew telephone. Large capacity refrigerator, courier seat, Telma, exterior rainbow coloured stripes. No letting – First Reg Dec 86, Jan 87. Now surplus to requirements. Both vehicles are ready to go straight into service.

£52,000/£53,000 respectively

Tel. 0205 364087 (Lincolnshire)

(17996/DAF)

JUNE 1984 DAF

230 Jonckheere P599, 51 reclining seats, video, drinks machine, toilet, carpets, immaculate condition, first to see will buy.

£45,000 + VAT

Tel. (0347) 810327

(18069/DAF)

DUPLE

1985 DUPLE 425/CUMMINS AUTOMATIC, MoT Dec '91, 55 seater, toilet, bunk, 3 TV/videos, Eberspacher heating, double glazing, full service history, exc. cond. **£50,000 + VAT. Part Exc. Volvo considered. Tel. 0767 681382.** (17876/DUP)

DENNIS

1989 DENNIS JAVELIN

(Plaxton)
49 reclining seats, video, toilet, servery & tea machine.

FOR SALE or LEASE SUBJECT TO STATUS. TOUR WORK AVAILABLE WITH COACH

£65,000 + VAT

TEL. 0325 353837 (18203/DEN)

1989 JUNE DENNIS ALGARVE 335

51 seats, rear sunken toilet, water boiler. Tempo 100.
All sensible offers will be considered.

Phone 0273 890369 (Sussex)

(18159/DE)

FORD

1979 DOMINANT II

360 turbo, 8 metre, 33 semi-reclining seats, full squab continental steps, tinted glass, auto door, new MoT, genuine reason for sale.

£9,500 + VAT

Tel. (0272) 501722 or (0275) 374447 (work hours)

(18079/FO)

FORD

FORD T152 PLAXTON MK IV

35 seater, 1979 V, decorative curtains, radio/PA, side lockers, good condition, MoT Feb '92

Offers

Tel. 0333 26109 Fife, Scotland

(18157/FO)

1982 X Reg Ford R1114 Plaxton Supreme, 53 seater, Telma, speed limiter, tinted glass, one owner, very low mileage, excellent condition throughout, **£12,995 ovno + VAT. Tel. 081 789 6914 or (0836) 606994.** (18078/FO)

DOUBLE DECKERS

1959 BRISTOL LD6G convertible, open top. Taxed, full PSV, MoT till 22/3/92. **Offers invited. Tel Mr Rixon on 065 671 3269 (South Wales).** (18189/DD)

DOUBLE DECKERS

GREYHOUND INTERNATIONAL TOURS HAVE FOR SALE:

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Finance available. Arranged subject to status.
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Tel. 081 303 6303 (18060/DD)

LEYLAND

LEYLAND LEOPARD/PLAXTON, 1978

53 seats, 680 engine, semi-auto g/box, Jake brake, PA/tape. Cherished numbers. All white. Very long MoT's.

CHOICE OF THREE

TAPPINS, DIDCOT (0235) 819393

(18055/LEY)

1981 (W) LEYLAND LEOPARD DUPLE DOMINANT IV EXPRESS

Choice of two. Both 53 seats with full test, semi auto, destination equipment, driver's cab (demountable), ideal dual purpose vehicles. In very good condition.

£17,950 ono + VAT

Full inspection facilities available

Tel. 0530 32399/36128

(17969/LE)

1976 LEYLAND LEOPARD SUPREME

12mtr, 50 seater, semi auto, power steering, side lockers, well maintained, stored since last August, mostly owner driven for last 5 years. New vehicle arrived, space needed. **For quick sale. An absolute bargain.**

£4,200 + VAT

Tel. 0702 540456

(18061/LEY)

1988 LEYLAND TIGER

Pneumocyclic box, Plaxton Derwent service bus, 54 seats + 24 standees, MoT, choice of 3

£47,500 + VAT ono

TEL. 041 956 3636

(18094/LEY)

LEYLAND TIGER 245 S/A Duple Caribbean. 2 plug door, 50 recliners, curtains, tinted windows, rear continental door & steps. Radio/PA, speed limiter, 1985, B reg. **£36,000. PX taken. Tel. 0352 713339.** (18197/LEY)

1976 LEYLAND LEOPARD, 49-53 seats, 12 months' MoT, equipped for one man, beautiful condition, ready for work, **£5,800 + VAT. Tel. 0977 612219 (W Yorks).** (18211/LEY)

1989 (F) HARRIER/LEYLAND SWIFT

MoT July '91.
Mileage 85,000.
*37 seats
*Carpets & Curtains
*Courier seat with p.a.
*Coffee Machine Connection
*Radio/cassette/p.a.
*Power Door
*Illum. Dest Box & Driver's Fan
*Hopper Windows
*Driver's Locker
*Forced Air Ventilation
EXCELLENT CONDITION THROUGHOUT

£34,000 + V.A.T. o.n.o.

Tel: CASTLEWAYS WINCHCOMBE LTD (0242) 602949 or 603715

(17961/LEY)

LOOK! LEOPARD 680 DOMINANT, 11 mtr coach, 1976, semi-auto, 47 moquette recliners, air door, p/steering, DP facilities, year's PSV MoT, exceptional driver, s/history, very clean and tidy, **£4,295 + VAT ono. Tel. 0622 757101 any time.** (17995/LEY)

1983 TIGER 245, 46 recliners with toilet, continental door, double glazing, private plate, lease or hire purchase, **£30,000. Tel. (0244) 531042.**

LEYLAND PD2

Open top double decker, taxed and tested, for quick sale, **£3,500.**

Also

LEYLAND PD2

Needs repair, hence **£1,000.**

Tel. 051 259 3333 office, 051 546 4220 eves

(18087/LE)

1973 LEYLAND LEOPARD, express doors, Bristol dome, Mark II front, MoT May '92, very tidy coach, owner/driver the last 11 years, blue + white, radio/PA, **£4,500 + VAT. Tel. 0279 435186.** (17992/LEY)

1979 (V) Leyland Leopard Duple Dominant II, 12 metre, 50 reclining seats, power door, Bristol dome, MoT Nov '91, **£10,500 + VAT ovno or part ex considered. Tel. (0387) 710357 John Macewan.** (18219/LE)

BADGERLINE LIMITED has the following vehicles for sale due to fleet replacement:-

TWO 1982 PRIVATE LEYLAND TIGER Plaxton Paramount Body IL11 engine, 11 mtr, ex National Express, 51 seat coaches, toilet, radio and PA system, curtains ..... **£22,000 each ovno.**

TWO 1985 LEYLAND OLYMPIAN double-deck semi coaches D/P, 11 mtr, 71 seats, TL11 engine, PA system, radio, in very good condition ..... **£45,000 each ovno.**

Badgerline

Please contact Percy Morgan.

Tel: 0934 416171

(18090/LEY)

LEYLAND

1983 TIGER DOMINANT IV

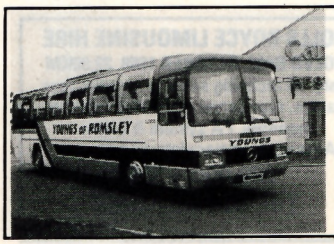
53 seats, express doors, destination display, TL 11 245 engine, semi-auto gearbox, new test certificate.

£22,000 + VAT ono

Tel: 0202 537 568

(17126/LE)

MERCEDES



MERCEDES 0303 RHD 1983

53 recliners, plus courier, full Su-trak air cond, new clutch, service history from new.

£38,000 plus VAT

Tel. (0562) 710717 anytime

West Midlands

(18053/MER)

WANTED, late model 24-33 Mercedes coach, must have large boot and low mileage, suitable for quality touring. Also a 21 seater Toyota Optimo may be considered. **Tel. (0227) 263676.** (18089/MER)

1981 508 MERCEDES, 19 seats, full soft trim, 12 months' MoT, ready for work, **£5,500. Tel. 0977 612219 (W Yorks).** (18212/MER)

MERCEDES 709D

1987 D Reg, 21 large seats, Coachcraft conversion, curtains, full service records, 20mpg+, any trial. Bargain.

£16,000

Tel. (0527) 72857 & 75353

Harris Executive Travel, Bromsgrove

(18081/MER)

MERCEDES

1988 MERCEDES 609 D

24 high back coach seats, full soft trim, power door, destination equipment, coach back end. A well maintained vehicle at a sensible price.

£15,650 + VAT

Tel. 0785 760666

(18054/MER)

1989 F REG MERCEDES CHARISMA

49 seats, full executive spec, excellent condition.

£65,000

Telephone: 051 523 3118

(18086/ME)

MERCEDES 609D, E Reg, 19-seater, Reeve Burgess boot, low mileage, unlettered, £13,950. Mercedes 609D, 1990, G Reg, 21-seater, large boot, 65 klm, £23,000. **Tel. 0782 317122.** (17986/ME)

1983 MERCEDES VAN HOOL ASTROMEGA, 74-seater, automatic, excellent condition, toilet/washroom, coffee, fridges, 2 TV/videos, double glazing, full service history, **£50,000 + VAT. Tel. 0767 681382.** (17875/ME)

NEOPLAN

AUGUST 1983 NEOPLAN CITYLINER

49 reclining seats/courier seat, WC, TV/video, hot drinks, excellent condition, any inspection welcome.

£39,500 + VAT

Tel. (0928) 564515

(16043/NE)

SCANIA

SCANIA K112 JONCKHEERE P599, 51 reclining seats plus courier, full executive and extras, April 1992 test, very clean, **£47,000 + VAT. Please tel. (0706) 68999 or 47774.** (18067/SC)

SETRA

KASSBOHRER SETRA S215 HD OPTIMAL

First reg Sept 1988, 190K, 49 recliners + courier seat, driver's bunk, Blaupunkt PA/radio/cassette system, continental power door, speed limiter, Voith retarder, ABS.

£88,350

Contact Bill on

0394 670 957

(18156/SE)

PLAXTON

PLAXTON SUPREME

MkV front, reclining seats, tables, rear lounge, curtains, coffee machine, fully carpeted, MoT Jan 1992. Private plate.

£5,000 + VAT

Tel. 0268 541062 or 0375 679285

(18192/PLA)

SETRA

KÄSSBOHRER

STAY AHEAD WITH A SETRA

O.K. So we know times are tough. All the more reason to ensure you're a mile ahead of the competition. With a Setra, you're always out in front...

Year	Model	Seats	Price
1988	Leyland Tiger 290 Jonc, TV/Video, WC, Air Con.	48	£82,500
1988	DAF 2300/Duple 340, WC, TV/Video, Radio/PA	53	£62,500
1988	Duple 425, Db/Glaz, Telma, Econocruise, WC, Kitchen	53	£72,500
1988	Bedford/Duple, Radio/PA	57	£52,500
1987	DAF/Caetano 11.6, Radio/PA	53	£67,500
1985	Neoplan/Skyliner, TV/Video, WC, Kitchen	77	£70,000
Setras			
1989	S 215 HRI (Rational), WC/Kitchen, Retarder, ABS Many extras (warranty)	49/53	£109,000
1988	S 215 HRI (Rational), WC/Kitchen, Retarder, ABS	49/53	£ 92,000
1983	S 215 HD (Optimal), WC/Kitchen, Drivers bunk TV/Video, Retarder, Many extras (warranty)	49	£ 62,000
1983	S 215 H (Optimal), WC/Kitchen, TV/Video, Retarder Many extras (warranty)	49	£ 47,500

Week's special offer...

1989	S210 H Super Luxury Coach - everything fitted	28	£ 79,000

New vehicles available from stock - other secondhand vehicles available. Fianace available, subject to status.
***Please note:* Year of registration does not necessarily denote year of manufacture.**

Harry Kell 0932 843685 (Southern Area Manager)

Andy Timms 0625 877658 (Northern Area Manager)

☎ 0522 500115

Kässbohrer

Setra. Perfection in coaches.

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(16288/SE)

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1952 LEYLAND ROYAL TIGER with 1966 Plaxton Panoramic 43 seat body, Tacho fitted, new fuel pump and gangway rubber, brakes relined, needs small amount of work for PSV test. **£3,000 ono + VAT. Hoggs Coaches, Sheffield. Tel. 0742 720895.** (17989/VV)

1967 LEYELAND PD2 double decker, in excellent condition, MoT July. Suitable for preservation. **£3,300 inclusive of VAT. Tel. 0602 384982.** Trent Transport Training Ltd, Artic Way, Kimberley, Nottingham. (17988/VV)

VOLVO

ROLLS ROYCE LIMOUSINE HIRE
VOLVO B9M, OCTOBER 1989, 22,00KM only. 30 reclining seats + courier, four tables, rear server and toilet, video & monitors, PA system & alarm. Absolutely immaculate and as new.
£80,000 + VAT
Tel. 091 251 5920
(18154/VO)

1988 VOLVO JONCKHEERE P50
49 seats, double glazed, air conditioned, hot/cold drinks. Telma, curtains, carpets, video/PA. Tempo 100 toilet. Non smoking coach from new.
£75,000 + VAT
NO OFFERS
PARRY'S, CHESLYN HAY
0922 414576
(18052/VO)

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VOLVO K19 G/BOXES and CASINGS AVAILABLE

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CHAPELKNOWE ROAD, CARFIN, MOTHERWELL
TEL: 0698 53845/861790
(15934/VO)

MINIBUSES

1982 BEDFORD CF, Mark II, 12 seater PSV. £1,500 no VAT. Tel. 0222 594367.

1985 MERCEDES 608D, Mellor conversion, 19 full size seats and courier seat, full soft trim, armrest, parcel racks, vents, reading lights, good size boot, MoT December 1991, **£11,500 ono + VAT. Tel. 081 890 6394.** (18077/MB)

1982 FORD TRANSIT, private plate, petrol overdrive, 16 seats, MoT Sept 1991, taxed July, removable radio & PA system. **£2,200 + VAT. Tel. 0875 614312.** (18198/MB)

1981 MERCEDES 508D, Reeve Burgess, 19 high back seats, PSV, MoT Dec '91. **£6,950 + VAT. Tel. 0949 837 526.** (18161/MB)

MINIBUSES

CLARKES OF LONDON
2 x 53 – B10M
May 1986 C Reg, Plaxton 3500, recliners, double glazed, Webasto, rubber under seats, radio & PA, speed limiters, MoT May '92.
Contact Bill Clarke
£57,500 + VAT ono
Telephone: 081 778 6697
(18162/VO)

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For all your Volvo requirements phone us. We guarantee to save you time and money.
ALL SPARES
C/O GOUGHS TRANSPORT DEPOT, MORESTEAD, WINCHESTER, HAMPSHIRE SO21 1JD, UK.
TEL: (0962) 715566 715555
TLX 477179 FAX (0962) 714868
(15743/VO)

1984 VOLVO JONCKHEERE, 67 PAX, coffee, fridge, toilet/washroom, 5 TV video, excellent condition, reconditioned engine Oct 90. Full service history. MoT Dec 91. **£55,000 + VAT. Tel. 0767 681382.** (18206/VO)

1980 VOLVO B58 12 MTR DUPLE DOMINANT, 50 recliners, can be made up to 57 seater, long MoT. Best offer. **Tel. 0533 387741 or 863995.** (18091/VO)

FINANCE HOUSE HAS FOR SALE

1983 VOLVO B10M 49 seater Berkhoff luxury coach.

1984 VOLVO B10M PLAXTON PARAMOUNT 3500 49 seater luxury coach.

Contact Paul Cooper
0242 224455
(18051/VO)

VOLVO B10M
G Reg Jonckheere Deauville (March 90)
51 Vogel seats, demountable toilet, TV/video, water boiler, bunk, double glazing, curtains, unsignwritten, immaculate, all service records, low mileage, any trial.
Choice of two. £88,000.
(Check price of new with these extras).
See you at Blackpool Sunday if you want a deal
Tel. (0527) 72857 & 75353 Harris Executive Travel, Bromsgrove
(18080/VO)

WESTERN COMMERCIAL

NEW STOCK

811 TURBO MERCEDES. PMT AMI front or Mercedes front, 33 seat, wide body, coachbuilt with power glider door, large boot, full width coach seats, high spec + standees. Stock.

709 MERCEDES. PMT. 25 full width coach seats, power door glider, large boot + standees. Stock.

609D MERC VAN CONVERSION, 24 seats, electric door, deep boot, stock.

308 MERCEDES, 12 seat, luxury.

USED

1990 MERCEDES 811, coach built AMI, 33 seats, luxury, low mileage.

1989 MERCEDES 814, 26 seats, electric door, large boot.

1986 TOYOTA OPTIMO. 19 seats plus courier.

1985 TALBOT EXPRESS, 14 seats.

1985 MERCEDES, 21 seats, new MoT.

1984 MERCEDES, 21 seater.

1983 MERCEDES 608. 21 seats.

1983 MERCEDES, 12 seat, high roof. Luxury seats.

1982 MERCEDES, 19 seats.

(17834/MB)

BRIDGE STREET, NEWBRIDGE, NR EDINBURGH
CONTACT JOHN LEITCH ON **031-333 2001**
OR EVENINGS 0357 21888
ALSO GORDON SHEARER ON 0466 792077 EVENINGS

MINIBUSES

NEW TALBOT TRI-AXLE, diesel, 22 + 7, power door, moquette seats, dual purpose. Also choice of two used low mileage '89 and '90 ex-demos. **Blythswood Motors. Tel. 041 221 3165 or 041 639 6107 eves.** (18221/MB)

SOUTHEND TRANSPORT LTD
Bus & Coach Sales
1988 E REG IVECO 49-10
23 seater, Carlyle bodied midicoach, tested June '91
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1985 (C REG) MERCEDES BENZ 608D, Reeve Burgess 21 seater, good condition, test June '91 ..... **£12,250**
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1987 (E REG) TRANSIT 120 SWB DIESEL, 9 seater, MoT Sept 91 ..... £5,450
1985 IVECO DAILY PETROL. High roof, 14 seater. Test June '91 ..... £4,500
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1989 'G' SHERPA Mk II 20 seat, from **£16,500**

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2:5 Turbo diesel,
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MERCEDES 410D; 16 high back moquette seats, full soft carpet interior trim, 2 full length luggage racks trimmed in carpet, lift up roof vent, 2 speed saloon heater, radio/cassette with 4 speakers, bronze tinted windows, fluorescent saloon lights with night light, moquette centre roof stripe, floor overlaid with heavy duty lino with rubber gangway, courtesy panels trimmed in carpet and fitted with ashtray.
Price on the road **£113.44 per week**

Stock
MERCEDES 609D; 24 high back moquette seats, full soft carpet interior trim, 2 large full length luggage racks trimmed in carpet, full size Overton lift up roof vent, framed bronze tinted windows, deep Dropwell fibreglass boot, all round fibreglass skirts, radio/cassette with 4 speakers, fluorescent saloon lights with night fittings, moquette centre roof stripe, 2 speed saloon heater, wheel trims, destination dome and equipment, gliding power door, heavy duty lino, courtesy panels trimmed in carpet and fitted with ashtray.
Price on the road **£169.94 per week**

Stock
MERCEDES 609D; 24 seat service bus, 24 moquette bus seats with top hand rail, full soft carpet trim, framed bronze tinted windows, heavy duty lino to floor, destination dome and equipment, glider power door 2 x 2 speed saloon heaters, full size lift up roof vent, fluorescent saloon lights with night light fittings.
Price on the road **£154.25 per week**

Stock
MERCEDES 814D; semi executive coach, 24 high back moquette seats, full soft carpet interior trim, 2 large full length luggage [illegible] ned with carpet and fitted with forced air and individual reading light[illegible] of vent, framed bronze tinted windows, very large fibreglass Dr[illegible] fibreglass skirts, seat moquette matching centre roof stripe, 2 x 2 s[illegible] heaters, fluorescent saloon lights with night light fitting, 3 twin and 1 single [illegible] with table lights, show curtains, radio/cassette with 6 speakers, heavy duty lino to floor with rubber gangway. **SOLD**
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1987 E Reg 29 seat Mercedes 814 6 cylinder coach
1988 E Reg 29 seat Mercedes 814 6 cylinder coach
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Ex-Demonstrator 33 seat AMI Coach

New 33 seat AMI Coach

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1986 FORD TRANSIT DIESEL, 16-seater, TRN destination, power door, Eberspacher, full test, taxed, guarantee best on offer, **£5,850 + VAT. Tel. 021-550 3319.** (17999/MB)

1987 VW Turbo Optare. 25 seats, needs attention, **£8,000 + VAT. Tel. 071 935 4091.** (18076/MB)

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TOYOTA OPTIMO GL, 18 + 21 seats, choice of 3 (1988), cost per week **£184.14 + VAT**

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DOUBLE DECKERS

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1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 12-2-91.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. New test.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. New test.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 29-1-91.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. New test.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test expired.
1976 BRISTOL VRT SL3, Gardner 180 engine, ECW body, 74 seats, new test.

SOLD

CHEAP DOUBLE DECKERS

3 X 1972 LEYLAND ATLANTEANS, 78 seats, Alexander bodies. Tests expired.
1972 LEYLAND ATLANTEAN, 76 seats, East Lancs body. Test expired.
2 X 1977 BRISTOL VRT SL3, Gardner 180 engines, Northern Counties bodies, 74 seats. Tests expired.

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1979 FORD DUPLE DOMINANT II body, tested til end February 14-2-91.
1978 FORD PLAXTON SUPREME body. Test expired.
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1979 BEDFORD YMT, Plaxton Supreme 4 body, 53 seats. Test 9-2-91.

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1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 14-3-91.
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1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 30-1-91.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 25-2-91.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 9-4-91.
1975 LEYLAND ATLANTEAN, Northern Counties body, 75 seats, power steering. Test expired.
1975 LEYLAND ATLANTEAN, Northern Counties body, 75 seats, power steering. Test expired.
1975 LEYLAND ATLANTEAN, Northern Counties body, 75 seats, power steering. Test 29-4-91.
1976 LEYLAND ATLANTEAN, Northern Counties body, 75 seats, power steering. Test expired.
1976 LEYLAND ATLANTEAN, ECW body, 74 seats, power steering. Test expired.
1976 LEYLAND ATLANTEAN, ECW body, 74 seats, power steering. New test.

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1979 10.3M LEYLAND NATIONAL. New test. 44 seats.
1979 10.3M LEYLAND NATIONAL. Test expired. 44 seats.
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1980 LEYLAND NATIONAL MK II. Leyland 680 engine. New test.

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TERMS – 3 year contract
36 x £1,650 + VAT P/M
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Drive away only £4,950 + VAT

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1983 VOLVO B10M (EXEC) DUPLE CARIBBEAN, (51 recliners)
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EXAMPLE
1981 LEYLAND LEOPARD PLAXTON SUPREME
TERMS – 2 year contract
24 x £750 + VAT P/M
DEPOSIT = 3 months + VAT
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EXAMPLE (HAS TO BE SEEN)
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(17997/UN)

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NEW TRANSIT 16, diesel, 5-speed, s/door. Stock.
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89 MERCEDES 811, 33 seats, service bus plus standees.
89 MERCEDES, 24 coach seats, boot tested.
89 (G) TRANSIT, 14 PSV high back, diesel.
89 MERCEDES 811, 33 coach seats, P.D., D.P.
88 TALBOT Diesel, high roof, 17 seat crew bus.
88 TOYOTA OPTIMO 6 cyl, 19 seats, tested.
88 MERCEDES 609D, power door, 24 coach seats.
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87 TALBOT 12, diesel, 5 speed.
87 TRANSIT 12, PSV, diesel, OD, new shape.
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87 TRANSIT 16 DI, 16 coach seats, power door.
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86 MERCEDES 608, 21 seats, long test.
86 MERCEDES 608D, 21 seats, excellent.
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86 TRANSIT 12 diesel, SWB, new shape.
86 MERCEDES 307, high roof, uf tail lift.
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85 TALBOT, 14 PSV, diesel, high roof.
85 VOLVO ALGARVE, 48, toilet, servery, tested.
85 (B) MERCEDES 608, 15 seats + underfloor taillift, full PSV or 27 PSV.
85 TALBOT, 12, PSV, petrol.
85 VOLVO ALGARVE, 49/53 toilet, video, new test.
85 TRANSIT 16 Di coach seats, tested.
85 IVECO BEJA, 18 seat, power door.
85 RENAULT TRAFIC, 12 seats, petrol.
84 MERCEDES 608D, 27 coach seats, tested.
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83 DODGE R BURGESS, diesel, auto, 17 F door.
83 VOLVO BERKHOF, exec full spec.
83 TRANSIT 16, petrol, no test, **£750.**
82 TRANSIT, 12 LWB, PSV, petrol, O/D. £1,000.
82 TRANSIT, 12 diesel, PSV, LWB, tested.
82 VOLVO VAN HOOL ALIZEE, Exec, new test.
81 DAF 200 Exec, 48 + TV, Alpha, new test. Offers
81 MERCEDES, 207, diesel, PSV, 12 seats.
81 VOLVO B58, 53 large seats, Duple II.
80 LEYLAND WILLOWBROOK SA Express.
79 FORD TURBO Duple II, 35 seats, tested.
79 FORD 53 Plaxton, testing. Offers.
78 FORD PLAXTON, 53, new test. Offers.
78 LEYLAND NATIONAL 11.3 metre, excellent condition.
77 VOLVO PLAXTON VIEWMASTER, offers.
76/77 LEYLAND NATIONALS, 10.3 metre, long tests.
76 FORD PLAXTON, 53 seats. Offers.
76 BRISTOL, 43 express doors, coachseats, no test.
76 FORD, 45 Plaxton, new test.
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75 FORD, 45 seat Plaxton, new test. Offers.
75 VOLVO, 53 seats, Duple, 8-speed.
75 LEYLAND Duple, 53, S/A, tested. Offers.
75 TRANSIT, 16 coach seats, power door.
74-75 LEOPARD Alexander body, manual gearbox. Tested.

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1979 VOLVO B58 DUPLE 12M, 50 Chapman recliners, power door, new MoT. **£12,000 + VAT.**
1980 VOLVO B58 DUPLE 12M, 55 seats, power door, MoT July 1991. **£13,000 + VAT.**
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1983 LEYLAND TIGER VAN HOOL ALIZEE H, 50 seats, toilet, TV/video, radio/PA, MoT 11.4.91. **£30,000 + VAT.**
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1984 DAF MB2000 VAN HOOL ALIZEE H, 51/55 seats, toilet, driver's bunk, drinks, TV/video, Webasto, new MoTs. Choice of two. **£40,000 + VAT each.**
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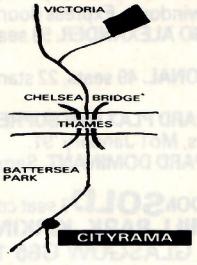

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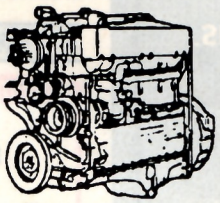

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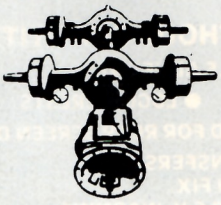

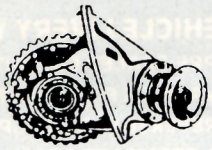

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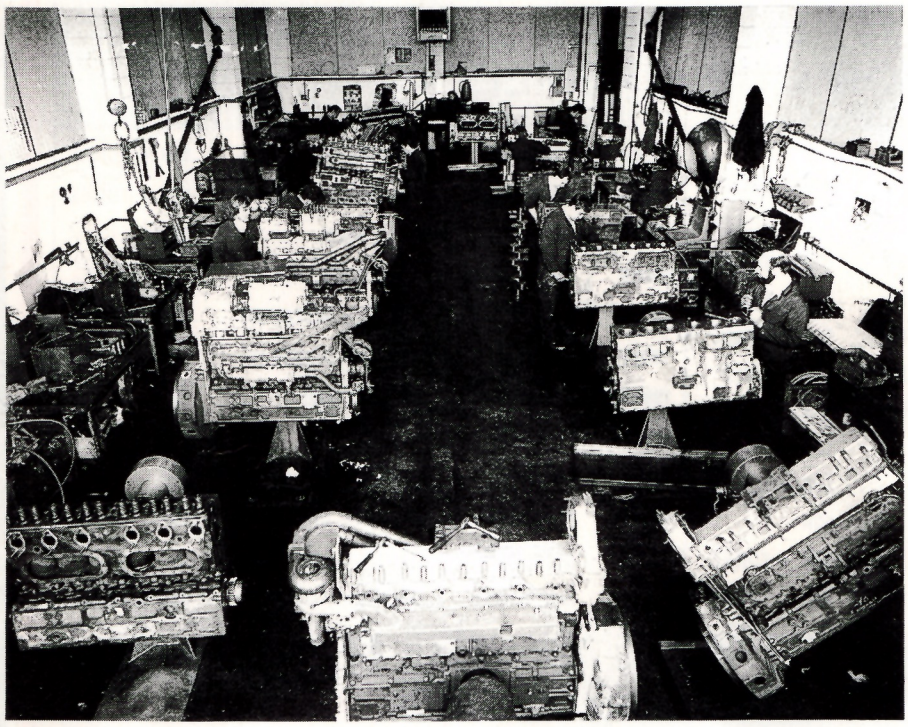

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1989 G	SB2305DHS	VAN HOOL ALIZEE DH	51R + TOILET
1989 F	SB2305DHS	VAN HOOL ALIZEE DH	51R + TOILET
1989 F	SB3000DKV	VAN HOOL ALIZEE DH	51R + TOILET
1989 F	MB230LT	PLAXTON 3500	53R
1989 F	MB230LB	PLAXTON 3500	51R + TOILET
1989 F	MB230LB	PLAXTON 3500	53R
1988 E	MB230LT	PLAXTON 3500	53R + TOILET
1988 E	SB3000DKV	VAN HOOL ALIZEE SH	49R + TOILET
1988 E	SB3000DKV	VAN HOOL ALIZEE DH	51R + TOILET
1988 E	SB2305DHS	VAN HOOL ALIZEE DH	51R + TOILET
1988 E	SB2305DHS	DUPLE 340SL	57R
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1988 E	MB230LB	VAN HOOL ALIZEE SH	53R + TOILET
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1983 PP	VOLVO B10M	PLAXTON 3500	36R
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1987 D	BEDFORD YNV	DUPLE 320 SL	57R
1984 B	BEDFORD YNT	DUPLE LASER	53
1981 W	BEDFORD YNT EXPRESS	DUPLE DOMINANT III	53
1980 V	BEDFORD PJK	PLAXTON SUPREME	29
1979 T	BEDFORD YMT	PLAXTON SUPREME	53
1977 S	BEDFORD YLQ	DUPLE DOMINANT II	45
1977 R	BEDFORD YMT	PLAXTON SUPREME	53
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